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REUTER'S TELEGRAMS.

THE GERMAN SITUATION.

PROTEST AGAINST FRENCH ACTION.

Paris, April 7.
A message from Mayence says during the French advance there was only one incident—when a German armoured car fired two shells at a cavalry patrol.
A German communique protests against the French action, which it says is not in accordance with the Peace Treaty or the insignificance of the German measures in the Ruhr region.

BRITISH APPROVAL OF FRENCH ACTION.

London, April 7.
The morning papers, commenting on the French advance in Germany, wholeheartedly support the French action, which is described as a disciplinary measure to secure the execution of the Treaty terms.

The Daily Telegraph says:—In as far as British opinion is concerned we are convinced it will be nearly unanimous in approving the French action.

The Morning Post says:—There should be little fear now of any disastrous developments if the Allies are true to themselves and the Treaty.

The Daily Mail remarks that the coterie always disposed to scold France is entirely negligible. Germany has inexcusably torn up Articles 43 and 44 and has not punished the militarists for the recent exploit.

The Times says the French step is wholly precautionary. When no longer necessary it will be discontinued. Our French friends can rest assured of the fullest and heartiest support of their British comrades in arms.

SURRENDER OF THE REDS.

London, April 7.
The French advance beyond Mayence bridgehead is practically complete.

A message from Berlin states that besides Frankfurt, Darmstadt and Hanau the towns of Offenbach, Somburg and Wiesbaden have been occupied without incident, except north of Frankfurt where a German armoured car fired on some French cavalry. This is attributed to the action of excited soldiers.

Long columns of Reds in motor lorries and afoot yesterday passed Elberfeld where they mostly surrendered their arms. Other portions of the Red Army marched into the occupied territory, chiefly Solingen, where they were disarmed by the British. Other Reds, still armed, are wandering in the mountains. Reds arrested at Duisburg have been sent to trial at Wesel by Extraordinary Court Martial. It is stated in Berlin that work has fully resumed at Bochum Mines. The Central Council of the Reds has been transferred to Bremen from Essen.

GERMAN GOVERNMENT'S ANGER.

Berlin, April 7.
The Government, in a Note to France, protests against the action of the French Army, in the name of justice, reason and humanity. It declares that had the German Government not intervened quickly in the Ruhr region, the Red movement would have shaken the German Republic to its foundations. It scolds the idea that the despatch of troops involves a menace to France and declares it impossible for any Government in Germany to restore and maintain order if it meets with unjustified suspicion from its enemies at every step.

A German Government Proclamation in the occupied towns declares that France, a hard-hearted opponent, is carrying out a Shylock policy and monstrously playing with the world's peace. It promises to do its utmost to shorten the period of suffering.

NEUTRAL ZONE TO BE EVACUATED.

London, April 7.
Reuter learns that an authoritative French source has reason to believe that the Germans will evacuate the neutral zone in a few days, whereupon the French troops will be withdrawn, closing an incident which has served the purpose conclusively of proving to the Germans that the terms of the Treaty must be carried out.

AN ALLIED REMINDER.

Berlin, April 7.
The Inter-Allied Military Commission has reminded the Foreign Office of the necessity of carrying out its undertaking to disband the Reichswehr by the 10th inst. It points out that the Reichswehr, on a full mobilisation basis, frequently engages in military exercises.

THE OCCUPATION OF ESSEN.

Berlin, April 7.
Reichswehr troops occupied Essen last evening.

VLADIVOSTOK QUIET.

JAPANESE RETURN SEIZED BUILDINGS.

Shanghai, April 7.
A message from Harbin says all is quiet at Vladivostok. The Japanese have returned the public buildings and railway station, seized during the fighting mentioned yesterday, and hauled down the Japanese flag. The affair is attributed to retaliation arising out of a patrol incident.

RUSSIA AND LITHUANIA.

PEACE NEGOTIATIONS TO BEGIN.

Copenhagen, April 7.
It is learned from Kovno that the Russian Soviet Government has agreed to begin peace negotiations with Lithuania on April 15.

M. CLEMENCEAU ILL.

Cairo, April 7.
M. Clemenceau is suffering from bronchitis. His condition is disquieting.

THE TURKISH CABINET.

Constantinople, April 7.
In the new Cabinet, Damad Ferid is Grand Vizier; Reschid is Minister of Interior; and Mehmed Vild, Minister of Marine.

REUTER'S TELEGRAMS.

APPEAL TO THE WORLD.

MILLION POUNDS WANTED FOR LEAGUE CAMPAIGN.

London, April 7.
The Press publishes a letter signed by Viscount Grey, Mr. Lloyd George, Admiral Beatty, Mr. Asquith, Lord Robert Cecil, Mr. J. R. Clynes and General Gough appealing to the peoples of the world not to forget the war-time ideals and sacrifices, pointing out that the League of Nations was created by a flood of idealism and self-denial, and the League can only be what the world chooses to make it. It appeals for a million pounds for a most extensive educational campaign.

WHAT THE LEAGUE UNION IS DOING.

London, April 7.
Interesting details of the work of the League of Nations Union are furnished in the letter appealing for £1,000,000 for a national educational campaign on behalf of the League. It states that hundreds of meetings in support have already been organised on behalf of the League, that 200 branches of the Union have been created, two League of Nations periodicals and many pamphlets and booklets have been published, and the Union is now engaged on educational text books and organising study circles for adults and children. The work is so extensive that it is exceeding the scope of private generosity. The signatories, who are Viscount Grey, Mr. Lloyd George, Lord Beatty, Mr. Asquith, Lord Robert Cecil, Mr. J. R. Clynes and General Gough, declare that if the world is allowed to relapse into pre-war antagonisms and ambitions, it will be the greatest triumph of evil in all ages. They emphasise that if Great Britain does not support the League with all her might, the resources of the League will wither and die.

The appeal is commented on in the Press as being the most helpful and most promising support the cause of the League has yet received. The names of the signatories, of such diverse views, are comparable only to the early days of the war, when the whole country united in its prosecution.

VALUE OF SUBMARINES.

SAID TO BE GROWING LESS.

London, April 7.
The waning advantage enjoyed by submarines against surface ships was shown in a lecture by Naval Lieutenant W. S. King Hall, at the Royal United Service Institution. He asserted that, the advantage, which was 9 to 1 in 1914, was only 7 to 3 last year and was likely to be only 6 to 7 by 1930. Submarine detection apparatus was likely to develop which would partially protect important ships against tactical attack. He expressed the opinion that the use of gas when first introduced. Gas might be discharged on the enemy coastline. Such a plan was contemplated during the German occupation of Belgium but was abandoned in deference to Belgian susceptibilities. He recommended the extension of convoying for protection of commerce in war-time and ruled out the plan for making capital ships submersible, on the ground of impracticability. Admiral Sturdee, presiding, agreed with the last-named idea.

EMPIRE STATISTICS.

FORMATION OF BUREAU URGED.

London, April 7.
The report of the Imperial Conference has been issued. It recommends the early formation of an Empire Bureau of Statistics and suggests that the money necessary for the maintenance of the Bureau be provided by joint contribution from the various countries concerned, in a proportion agreed upon. For example, one basis of apportionment before the Conference was as follows:—United Kingdom, £16,000; India, £4,000; Canada, £3,250; Australia, £2,000; New Zealand, £1,000; South Africa, £1,750; Colonies and Protectorates, £2,000.

ARABS AND JEWS IN CONFLICT.

London, April 7.
Travellers from Jerusalem report that the conflict mentioned on the 5th has been resumed. Arab feeling against the Jews is most acute. There have been collisions between religious processions celebrating the Moslem Nebimoussa and the Jewish Passover. Knives and huge stones from the roadway were used. Near Jaffa a gate was wrecked up and used. Ten corpses were collected. British soldiers appeared at the height of the melee, and everything calmed down immediately.

BRITISH LABOURITES.

TWO WISE DECISIONS.

London, April 6.
The Independent Labour Conference at Glasgow has decided to withdraw from the International Socialist Conference at Geneva and has rejected a proposal immediately to affiliate with the Moscow Internationale.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

H.M.S. MALAYA TO ESCORT THE PRINCE.

Singapore, April 8.
It is understood on good authority that H.M.S. Malaya will escort the Prince of Wales in H.M.S. Renown to India via South Africa. While the Prince is in India, the Malaya will visit the F.M.S.

FRENCH CRUISER AT SINGAPORE.

Singapore, April 8.
The French cruiser Dupuis has arrived here on 4th inst.

TROOPSHIP ARRIVES.

EVENTFUL VOYAGE OF THE "PROFESSOR".

After an eventful trip characterised by many exciting events, the ex-German steamer "Professor," formerly the "Professor Woermann," came into port yesterday afternoon with various details for the local garrison, and went alongside the Naval Yard where the disembarkation of the troops took place.

Two baths took place on board during the voyage. Other events were the grounding of the ship in the Suez Canal, fire on board in the Indian Ocean, and the breaking down of the machinery when the Professor was near Singapore.

At 5 p.m. on the 9th of February, the transport left Tilbury Docks with 354 officers, soldiers and their families on board. The usual excitement of leave taking being over, the voyage to Gibraltar was much as usual except for the sad occurrence of the death of a child in the Bay of Biscay. From Gibraltar, which was reached on the 16th, the transport took the run to Port Said which was sighted on the 26th. Much excitement was produced amongst those on-board by an accident in the Suez Canal which almost caused the steamer to turn turtle.

She ran against a sandbank in the Channel in the endeavour to avoid collision with another steamer, and the mishap placed her at a dangerous list on the sandbank. The winches were got to work and some hours later with great difficulty the vessel was got off from her dangerous situation. Before she reached Aden, pneumonia claimed another victim, in a child.

A fire broke out among the stores in the after hold of the ship when the Professor was in the Arabian Sea. The fusing of some electric wires was the cause of the outbreak, which was quickly put out by the crew.

At Colombo, a singalese stow-away on the steamer and his discovery and subsequent handing over to the Singapore Police provided a mild excitement for those on board.

The want of provision for recreation or amusements was keenly felt by the troops, who, however, managed to get up a concert, which they dubbed "Black Cats." Lance Corporal Miles, of the R.A.O.C., proved to be an acquisition by the creditable part he took in these concerts.

There appeared to be some discontent among the junior ranks at not being allowed ashore at Colombo, but they had all the sight-seeing they wanted when the Professor reached Singapore. On the voyage across the Indian Ocean, some hardship was experienced by those on board having to go without fresh water. Owing to the breakdown of the machinery, condensed water only could be had, but this soon remedied itself when Singapore was reached. At this port the transport was delayed for five days in order to enable the engineers to effect repairs to the machinery.

A change to the generally pleasant weather hitherto experienced was felt when the transport was on the China Sea. The rough seas caused considerable seasickness but those who kept on their legs were treated to a phenomenal sight when the ship was within two days reach of Hongkong, two huge waterspouts being seen which occurred simultaneously and within half-a-mile's distance of each other, at about 11 o'clock on Wednesday morning. Two black spots in one cloud gradually resolved themselves into two spouts, their elongated tips descending to about 500 feet from the water. Those on board the transport could observe that the spray of the sea waves was drawn up by the force of attraction to meet the tips of these funnel-shaped spouts. The phenomenon lasted for a considerable period.

The keen joy of the troops in being at last on terra firma was very evident. Homewards after being refuelled when they landed in the Naval Yard, they were carried by Messing's to the barracks at about 4 p.m.

THE LOCAL LABOUR DISPUTE.

NO CHANGE IN SITUATION.

The labour situation is unchanged since the employers expressed their willingness to give a three cents daily increase to the fitters. Further developments are not expected until the arrival of the Guild's representatives from Canton, where they have gone to get the opinion of the strikers on this offer. In acquiescence to the advice of the Guild, the workmen in the public utility companies have deferred from the course they had decided upon of striking. Further, the managers of these concerns, it is stated by the Guild, have informed their workmen that they will get an increase not less than that which may be eventually decided upon by the big Dock Companies.

strangers to the Colony as the greetings they exchanged with recognised comrades ashore indicated.

In the absence of Major-General Ventris from the Colony, Colonel Wyndham, of the Wilshire, as Acting General Officer Commanding, was present at the landing of the troops. The disembarkation, as well as the quartering of the troops, was under the direction of Major Leslie Smith of the Army Headquarters Staff.

There are 181 men of the new details of the R. G. A. Eight of them were accompanied by their wives and children.

Following are the officers of the R. G. A.:—Captains B. Cumming, O. S. Doidwell, A. Hewitt, G. D. Meredith and J. A. K. Noel; Lieutenants H. R. Donovan, E. J. Graham and A. H. McEckridge.

Mrs. Dowling, wife of Lt. Dowling, of the R.G.A., also arrived by the boat.

The other details and their numbers are given as follows:—Royal Army Service Corps: Major J. G. L. Carter, O. B. E.; 5 Warrant Officers and 16 other ranks.

R.A.O.C.—Col. McGreer; Captain A. M. Collinson; 3 Warrant Officers and 10 other ranks.

Colonel L. C. Steyner, who also arrived by the Professor, will be in charge of the Army Pay Chest in place of Colonel Thursby Pelham who recently left the Colony. He is accompanied by three privates of the A. P. C.

R. A. M. C.—One Warrant Officer.

Military Provisions Staff Corps.—One Sergt. Major and one private.

Captain Noel fell ill during the voyage and he has been taken to hospital. One Warrant Officer and three other ranks for the Wilshire Regiment.

Mr. J. Hall will go into the Army Ordnance Department. There are a number of teachers for the Army Schools. They are Messrs. A. V. Coe, A. White and Deviston; and the following lady teachers—N. W. Green, Conroy, and Deviston.

A number of the officers of the R. G. A. are accompanied by their wives and families. SOME FACTS ABOUT THE SHIP. The "Professor" had an interesting experience during the war. Formerly, the German "Professor Woermann" belonging to the Hamburg Line, she was captured in company with some seven other German vessels in the Gulf of Guinea by a British squadron and taken to New York, where she was interned. In accordance with the terms of the Armistice, she was handed over to Great Britain, and purchased by the Union Castle Line. She was given a thorough refit in a British yard and has since been used as a transport. She is of about 4,000 tons, is grey painted and has a red funnel. She will proceed to Tientsin to discharge there some 27 R.A.S.C. men who are under the command of Lt. Quartermaster J. Bryan, O.B.E.

It is expected that she will return to Hongkong before the 28th inst., and will proceed homewards after being refuelled when they landed in the Naval Yard, carrying Messing's to the barracks at about 4 p.m.

THE GYMKHANA.

ENTRIES FOR NEXT MEETING.

The following are the entries for the 2nd Gymkhana to be held on Saturday, 17th April, 1920:—

1. Five Furlongs.—Sandmartin, El Dorado, Sinza, Pawnshop, Pussfoot, Tredegar, Blackbird, Dahlia, Orion.
2. Gymkhana Stakes.—Spotted Sand, Siamese Cat, Beggar King, Malcolm, Attraction, Brutus, What is it (late Ibukabbi), Wilkins, Micawber, Slam.

3. 2 Mile Class Handicap.—Sand 4, 2 Mile Class Handicap.—Alexander, Islesman, Moonshine, Algerian Chief, Louza, Wilkins, Micawber, El Dorado, Sinza, White Chalk, Pawnshop, Rowdy Child, Panicle (late Dunmore Dahlia), Ludlow, Scotia Dahlia, Gilbertine, Rebate, King Alfred, Blackbird, Dahlia, Selamander, Target, Malcolm, Sepand, Attraction, Brutus, Wee Mouse, What is it (late Ibukabbi), Orion, Burning Daylight.

5. Polo Scurry.—Patrick, Sesame, Cannon, White Fang, Tejan, Talsman, Winterlight, Rysa, Bombita, Murphy, Tonic, Ringwood, After Dark, Brown Paper.

6. Handicap 2 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Sinza, Pawnshop, Saverak, Pussfoot, Rebate, Tredegar, Black bird Dahlia, Target, Brutus, Wee Mouse, Orion.

7. 1 1/2 Mile Handicap.—Algerian Chief, Wilkins, Micawber, Saverak, Siamese Cat, Beggar King, Gilbertine, Blackbird Dahlia, Malcolm, Sepand, Attraction, Brutus, What is it (late Ibukabbi), Slam, Burning Daylight, Alexander.

CRICKET.

I. R. C. v. STAFFS.

The following will represent the I. R. C. in a friendly match against the Staffs on the former's ground on Saturday at 2.15 p.m.—A. H. Ramjahn, A. el Arculli, G. C. Earde, A. A. Ramjahn, S. H. Ismail, S. A. R. Ismail, J. Curraem, A. L. Andree, N. M. Bux, E. A. Moosdeen and O. Ismail.

C. R. C. v. H.K.C.C.

In the above match, on the Club ground on Saturday at 2.15 p.m., the following will represent the C. R. C.—Ng Sze Kwong (Captain), Un Haw Fao, J. Wong, Wei Lee Son, Gao. Loo, Ho Wing Kin, H. Ching, Shin Man Ping, Lo Man Pun, Cao Man Ping, and Wong Kwok Kwong.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 41/9 1/4.

THE WEATHER.

Forecast:—Fair. Barometer.—29.94. Temperature 2 p.m.—71. Humidity 2 p.m.—69.

£111,000 DEATH DUTIES.

Death duties amounting to £111,000 are payable on the estate of Mr. Thomas Arkell, brewer, of Kingsdown, Stritton St. Margare, Swindon, where property has been proved of the gross value of £397,045. Mr. Arkell left bequests to charities and to employees and servants.

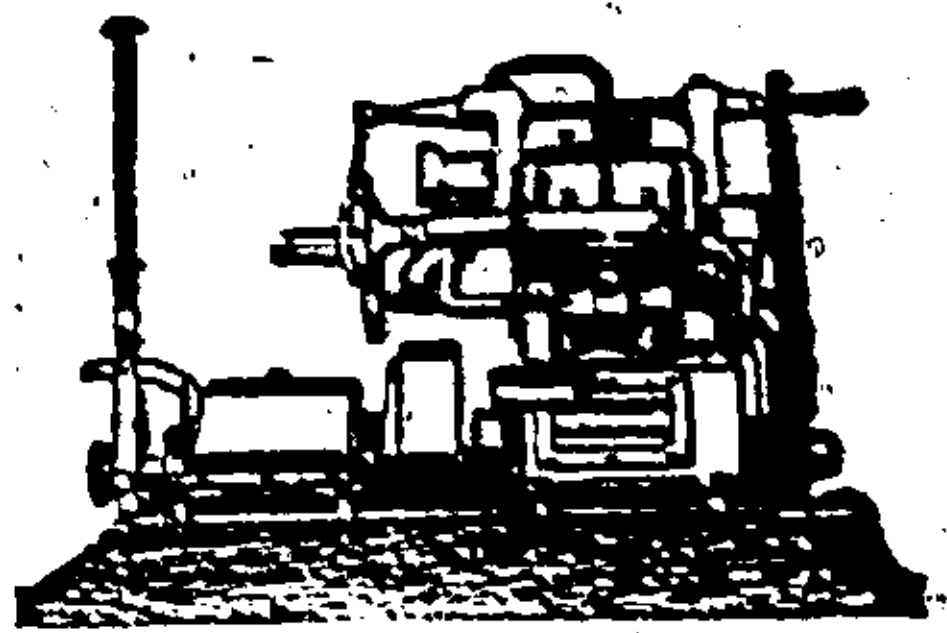
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TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.

TO-MORROW.

NOTICES.



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No. 3 for Nerves & Brain. Each bottle
1/6. 1/2 Dozen 1/5. 1 Dozen 1/4. 1/2 Dozen 1/5.
1/2 Dozen 1/5. 1 Dozen 1/4. 1/2 Dozen 1/5.
1/2 Dozen 1/5. 1 Dozen 1/4. 1/2 Dozen 1/5.

FIRST SPEECH BY
WOMAN M.P.

LADY ASTOR CHARMS
THE HOUSE.

Lady Astor made her first speech to the House of Commons on February 24.
The occasion she chose was a debate on a motion by Sir J. D. Rees, calling for the abolition of "all vexatious and unnecessary restraints and restrictions upon the liberty of the subject in respect of the strength, supply, and consumption of alcoholic liquors."
It was a tribute to the public interest in the Parliamentary debut of the only woman member that the demand for seats in the gallery was greater than at any previous sitting this Session.
The speech in which Sir John Rees supported the motion was a racy, drily humorous oration of a type that the House of Commons hears too infrequently. He pictured the war-time restrictions of the Liquor Control Board in picturesque language and with an immovable countenance, and kept the House in roars of laughter.
He read, among other documents, an ode on the death of John Barleycorn, originating from America attributing to that familiar abstraction all the crimes in the Decalogue and many more, the recital of which was punctuated with a succession of cries of "Hear, hear!" by Lady Astor from her corner seat below the gangway.
Sir John got in his retort neatly before he resumed his seat. "I feel that there is a rod in pickle for me when I sit down," he said, with mock solemnity.
If that be so, I can only say that I shall not only be ready to receive the chastisement with resignation, but I shall be ready to kiss the rod.
The House roared and rocked with merriment, and acclaimed the member for Nottingham as the greatest of Parliamentary jesters.
HER LADYSHIP'S SPEECH.
Lady Astor followed Colonel Ashley, the second.
She had a warm welcome when she opened with a claim upon the indulgence of the House—a claim which she established effectively by calling attention to the fact that it was the same member of Devon who sent off the Pilgrim Fathers who had sent the first woman to Parliament.
She graciously acknowledged, amid loud laughter, that Sir John Rees had been more than polite, although he really went too far, she would consider his proposal if she could convert him.
Turning to the serious side of the question, she plunged into an earnest, strenuous plea for the enduring the "vexatious restrictions" of which Sir J. D. Rees complained, and asked: "Are we really trying for a better world, or are we going to slough back to the world before the war?"
The slight, girlish figure swayed with the intensity of the feeling that she threw into her appeal, and as she went along she drew the House to her in a way that was a revelation to an assembly that is rarely accustomed to the spectacle of a private member who could win the sympathies of the House by sheer earnestness.
VISCOUNT ASTOR LISTENS.
Lord Astor listened to the speech from the Peers' Gallery.
Lady Astor received a cordial cheer when she threw herself on the consideration of the House.
She wanted to be the first lady member to show the same courage as the men who sent her to Parliament, adding rather quaintly: "I do require a lot of courage to address the House on the vexatious question of drink."
"However, I dare to do it," she cried. She boldly told Sir J. D. Rees that he was not moving with the times when he complained of vexatious restrictions.
"MORAL GAIN."
"I can talk for five hours on the moral gain of 'vexatious restrictions'—and the House roared with humorous affection of horror: 'but I won't do it, Sir,' she added, with a merry twinkle.
Then, broadening out her subject, she asked, 'What was the Liquor Control Board for? It was set up for efficiency; it was not for temperance. I am not pressing for prohibition; I am far too intelligent for that.' Although, she added she was sure England would come to prohibition ultimately. 'The world is sick of lies,' she exclaimed.
Turning once more to Sir John Rees, she playfully chided him for allying himself with those who objected to restrictions.
"What," she demanded of him, as the House roared with laughter, "did you do in the great war—you and your friends?"
Then, gathering confidence, she declared with vehemence that,

CARDINAL MERCIER'S
REBUKE.

DEGRADATION OF FAMILY
LIFE.

Brussels, Feb. 24.—In a Lenten pastoral letter Cardinal Mercier, after referring to the weariness, disappointment, and instability which continue to afflict the world, asks how we are to be delivered from this nightmare and recalls his flock to a sense of their duties. Side by side with distress we find extravagance—a bad example is set by those who ought to know better.
In a great number of homes family life is disorganized. Perhaps there is no coal; meat is scarce and bread not abundant; but there are the means for running off to cinemas, and young girls buy luxurious and alluring garments, and lend themselves to licentiousness. Parents, too kind or too weak, no longer hold the reins of government at home. While some smile and others do not interfere, the young people squander their large salaries in gambling, or spend on foolish pleasures gains rapidly acquired and easily pocketed.
The standard of family life is degraded. We are falling into the sink of heathen immorality.
It is you who are primarily responsible for this falling-off, you, young girls of the class which public opinion is pleased to call "good society," the better class. Your sensual dances, your garments as absurd as they are audacious, your passion for luxury and pleasure, have given the signal for loosening on the part of the working girl, the employee, the honest woman. If the barrier falls which exists between Christian morals and those of the world which sets no store by modesty, it is you who will have made it fall. Think on it while there is still time. Think on it especially, you mothers of families, who have hitherto closed your eyes to the errors of your children because you sought to persuade yourselves that the tyranny of fashion is as good as a law, and that the fact that everybody is doing it justifies the worst abuses.
Christian wives and mothers, lend a hand. Close your drawing-rooms to society amusements. Tell the crowd that we are too near the graves of our heroes, and that their deaths are still too recent, to allow you to dance, to spend money, to enjoy yourselves with a light heart.

although the country was not ripe for prohibition, it was ripe for drastic drink reform.
"Women have the vote now," she cried, "and we mean to use it wisely, not for the benefit of the few, but for the benefit of the whole."
"I have as good a sense of humour as any hon. member," Mr. Deputy Speaker, she continued addressing Mr. Whitley, "but when I think of the ruin and degradation as a result of drink, I find it a little difficult to be humorous. I was thinking of the freedom of women and children."
She went on to claim that the brewers were among the greatest of profiteers, and she wanted to see the Government take action.
"I want to see whether the Prime Minister is master in his own house. I don't believe that the Prime Minister is a supporter of profiteers."
WAR'S REAL LESSON.
The real lesson of the war was that State purchase got the largest amount of progress with the least amount of unrest. What made revolution?
"Reaction makes revolution," she insisted, and the House cheered the assertion loudly. "Drink promises you heaven but gives you hell."
A half-hour's speech, packed with good points in every sentence, was brought to a close with an appeal to the House not to look upon the lady member as a lunatic or a fanatic.
"I just want to speak for hundreds of women and children throughout the country who cannot speak for themselves."
A GOOD ENDING.
This was a good note to finish on, and the member for the Sutton division was again the centre of enthusiastic cheers as she resumed her seat, almost breathless, but immensely relieved at getting through an ordeal that few women of her sensitive temperament could have faced except they had been inspired as she was.

Mr. Carr, of Carlisle, Mr. Christopher Lowther, and Mr. Donald Maclean were among speakers who followed.
Mr. Macquisten talked out the motion, and the House adjourned at 11.2 p.m.



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SWEEPING LAND LAW
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SIMPLIFICATION OF BUY-
ING AND SELLING.

The Government's Law of Property Bill, is the most important measure of its kind that has been seen for 300 years.

It proposes to destroy the whole difference between the law of real property and the law of personal property, and to abolish all copyhold at one stroke, albeit with compensation to anyone injuriously affected.
No Lord Chancellor, it may safely be said, has had a more interesting measure affecting the law to handle.

Incidentally, it is a Bill of 178 clauses and 16 schedules—a gigantic length; which is necessary as it affects the law of the realm on so many sides.
Though so sweeping in character, the Bill does not take away from anyone what he possesses; it does not upset titles, or turn people out of their estates.
But it will effect a great simplification in the practice of conveyancing, without, however, destroying the power to settle land, than any other Bill hitherto proposed.

The main object is to assimilate the law of real and personal estate.

The holder will be in practically the same position under the Bill, except that what he comes to sell he will be able to sell cheaper, because the purchaser will not have to concern himself with most of the matters which at present complicate the title of land.

The Bill places all interests in land, except legal estates in fee simple or for a term of years absolute, behind a curtain consisting either of a trust for sale or a settlement, and frees a purchaser in good faith from any obligation to look behind the curtain.

A purchaser of land at present when the transfer is made has to make complicated investigations of titles and notices, all other matters pertaining to the title.

By the Bill a purchaser need not look beyond the man he is dealing with, though it cannot of course eliminate fraud. But it abolishes altogether what is known as the doctrine of the notice of trusts.

Then the vendor and the purchaser of land are to be put in the same relation to one another as the buyer and seller of stocks and shares.

With regard to wills, a man who makes one will be in the same position as now, setting his property as he wishes. But if he dies intestate, then the succession of land is to be determined by the same law as governs other kinds of property—and in applying the law of personal succession to the law of real succession, the law of intestate succession is to be altered so as to get the wife on to the same footing as the husband.

The general principle of the Bill is enacted in the first clause which puts freehold and customary land on the same footing as leaseholds, and repeals the Statute of Uses.

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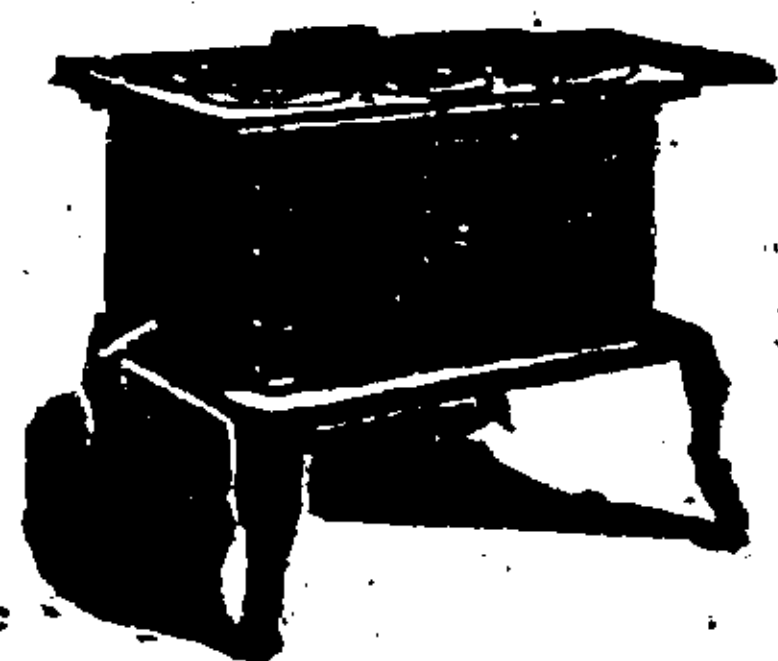
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WOMEN IN THE CIVIL
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The scheme for throwing open all branches of the civil service to women, the most important feature of the report of the Sub-Committee of the Civil Service Whitley Council, finds a good many critics among Government clerks. The women say that it marks a step in the right direction, but that the recommendations are not as far-reaching as they had hoped.

Miss Maguire, an organizer of the Women Clerks and Secretaries' Association, said: "The recommendations for the lower grades are excellent, but they offer few advantages to the higher-grade women."
"For the first time in the history of the employment of women in the Civil Service, they, if the recommendations are adopted, will have the chance of promotion from the lower to the higher branches. In the classes A and B, viz., writing assistants and clerks, I believe it is proposed

to employ men and women in about equal proportion. The proposal to promote women who excel in the clerical branch to executive positions offers for the first time opportunities to the younger women who are qualified for better work than that of a purely routine character.

"Our chief objection to the report is that it does not propose to admit women by competitive examination to the executive and administrative positions. Favouritism is always bound to play a big part where promotion depends on selection."

One of the official reasons given for refusing to open the higher posts corresponding to the first class Civil Service to women, said Miss Maguire, was that University women were less broad-minded than University men, and must first show their capability in lower grade work. "At present a small number of women hold well-paid administrative positions in the offices of the Board of Education, Ministry of Health, Home Office, Public Trustee, and Ministry of Labour. The Sub-Committee's report must be passed by the full National Whitley Council for the Civil Service, before it is submitted to the Cabinet."

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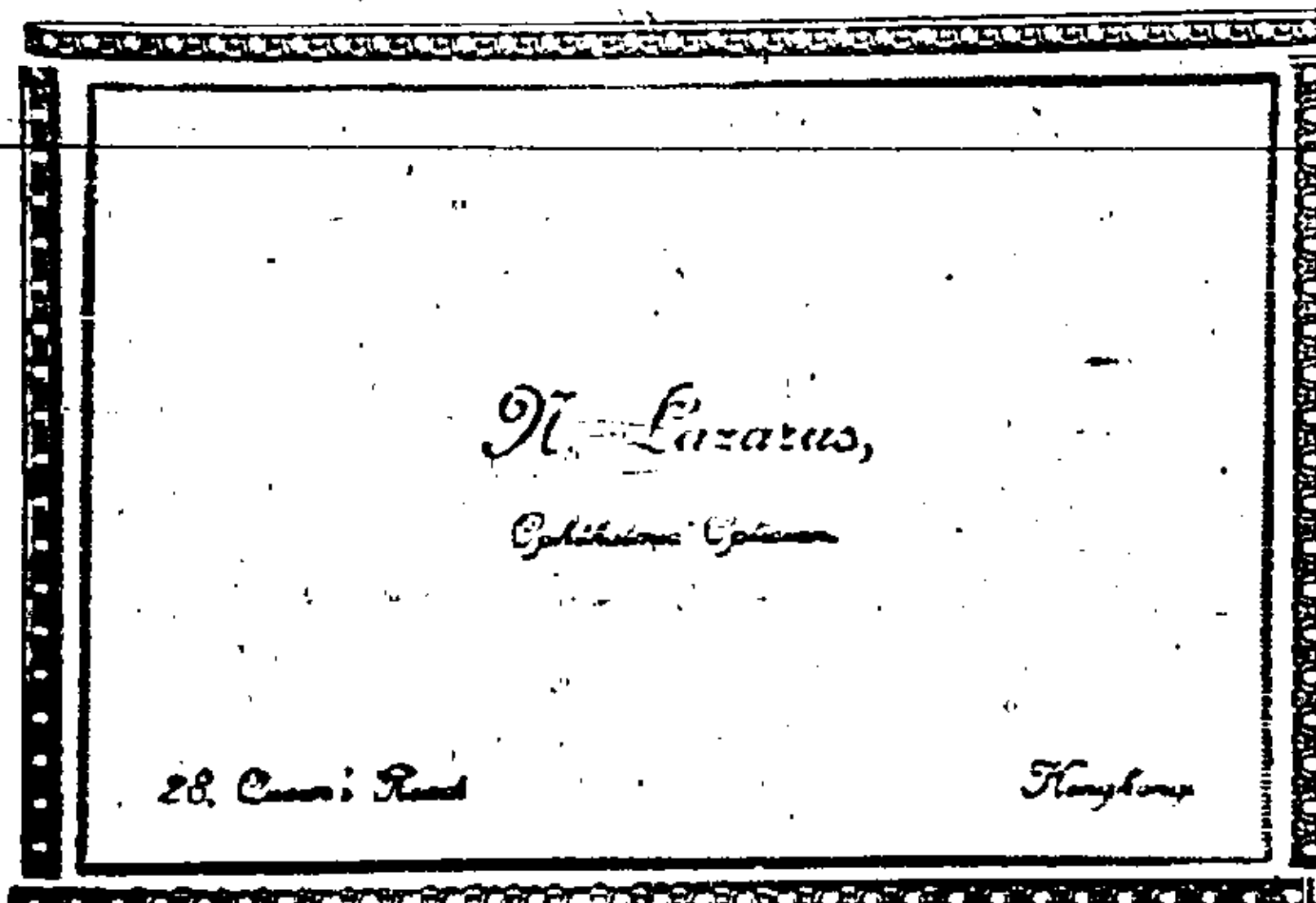
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LABOUR 'UNFIT'.

CHURCHILL STICKS TO HIS CRITICISM.

Mr. Churchill, the War Minister, addressed his constituents at Dundee on February 14. He was subjected to a constant fire of interruption from the audience, and the word "Liar" was addressed to him on several occasions. He took the interruptions with good humour. Dealing with the Labour Party, which he is to describe in future as the Socialist Party, he again declared that it is unfit to govern the country. Since 1903 he has shared the representation of Dundee, which returns two members, with Mr. Alexander Wilkie, a prominent Labour leader.

Alluding to Russia, Mr. Churchill observed that he had always held strong and clear views about that country. A year ago he had said that if Russia was to be saved it was only by Russia herself, and, therefore, instead of sending British troops to Russia he had to be responsible for the withdrawal of our British troops in Russia. He pointed out that we were bound to help the anti-Bolshevik forces. It was a matter of honour, because we had called these people to help us to fight the common enemy. As soon as we had beaten our enemy, were we to throw these people aside like an empty cartridge case and leave them to their fate? We had promised to equip these people, and we were bound to keep our word.

"My only regret," Mr. Churchill added, "is that we have not been able to do more for them, and I feel that the Allied Powers may have to pay a heavy penalty in the near future in consequence of the Bolshevik success."

LABOUR AND BOLSHEVISM.

"I do not believe," Mr. Churchill went on, "in the despotism of Lenin and Trotsky—(cheers and disorder)—although it has some admirers in this country. I do not believe that despotism is fit company for a democratic Government like ours. I feel that the comrades of Lenin and Trotsky may fan the flames of evil in Europe and the eastern world which may be serious to this country. To-day you have in Russia a despotic anarchy, a rule of tyranny that no Tsarist Government ever equalled. Lenin and Trotsky have now instituted conscription."

"What surprises me is that the Labour Party should be in love with this Bolshevism and be sucked in by the foolish sayings about the proletariat, because the proletariat in Russia is ruled by a gang of miscreants. Still, the temptations of the Socialist Party bow down before the Bolshevik idol. We ought not to enter into friendly relations with tyrannical government which exists by murders and terrorism and which refuses to allow the Russian people freely to express their views as to the government they want. The most we can do is to let trade spring up in the hope of its steady influence. It is doubtful if trade will have that effect. Out of Bolshevism much evil and menace to Great Britain, France, and the United States may come. These three Powers must join hands and take care that they have sufficient forces."

At this stage there was considerable interruption, against which Mr. Churchill protested.

MR. ASQUITH'S CANDIDATURE.

"I have been following with very great interest," Mr. Churchill went on, "the vigorous campaign which Mr. Asquith has been conducting in Paisley. Although I naturally cannot wish success to any candidate, however distinguished, who is an active antagonist of the Government to which I belong, I certainly would much prefer to see Mr. Asquith returned to the House of Commons than I would his Socialist opponent."

"Do the differences disclosed by Mr. Asquith from the policy of the Government justify a division of forces in the face of the common opponent, the Socialist Party? Mr. Asquith adopted the Government program, and violently rejected the Socialist program. He inveighed against nationalisation of mines in particular. His most brilliant supporter, going much further than the Government attacked trade unionism itself in scathing terms. His whole candidature was an act of fierce hostility to the Labour Party, or, as it is much more accurately described, and as in future I will describe it—the Socialist Party."

Between them and him there was a great gulf fixed.

"UNFITNESS" OF LABOUR.

"What would happen if all Liberals took Mr. Asquith's advice, broke up the existing Government, and, leaving the problems of the nation to go bang, settled down to a good hearty fight with the Unionists. I will tell you what would happen: The Labour or Socialist Party would come into power. (Labour cheers.) They would come into power at a period in their development when, as we all, no doubt, have noticed this afternoon, they are quite unfit to discharge the responsibilities of Government, and when through their incompetence, when through their erroneous doctrines, they would shatter the reviving prosperity of the country and cast away the Empire which British genius had built up."

"Why do I say that the Socialist Party—(interruption and boating)—at this stage in their development is unfit to govern the country? Not assuredly because they have not able men in every class of life. The first reason why I say the Socialist Party are unfit in their present stage to undertake the government of this great Empire is that by their constitution they have, over a long period of time, cut themselves off from a fair representative share of the ability of the country, and made themselves into a class party led by class leaders and fighting the battles of class interests."

"YE DINNA UNDERSTAND."

My second is they have shown no evidence of being provided with any useful or helpful solutions of the difficult problems which are in front of us. Take the nationalisation of the mines. One would have expected them to have a clearly thought-out policy on that at any rate. Why, they have not yet even made up their minds whether they are Syndicalists or Socialists in this matter. (A Voice: "Ye dinna understand it, mon.") They have not made up their minds even yet whether they wish to nationalise the mines for the nation or to nationalise the mines for the miners."

"There is a third reason for saying the advent of the Socialist Party to power at the present time would be disastrous. The doctrines which they hold, which constitute the driving power of their movement, and its appeal to large changes of the electorate are doctrines which, if put into practice, would shatter the prosperity of the country or inevitably subvert its peace and order and break up and cast away the Empire we have been so long gathering together."

POLITICAL "BOSSSES."

"If Socialists mean anything by what they say, they stand for the nationalisation not only of mines but of all the industries of the country. They stand therefore, for a system of society where the whole business of the country would have to be run by Government officials under the direction of political bosses. If they do not mean that, what do they mean?"

In regard to housing, Mr. Churchill observed, the policy of the Labour Party on the question of dilution, which prevented ex-soldiers from being employed, was hindering the erection of houses.

There was uproar at this point, and a local Town Councillor said the statement was a "downright lie."

"I have said what I believe to be the truth," Mr. Churchill replied, "and I stick to it."

GENERAL NEWS.

COLONIAL INSTITUTE.

The following has been elected Fellows of the Royal Colonial Institute: Messrs. Edgar S. Biddlecombe (Sungei Gadut, F.M.S.); H. T. A. Biddlecombe (Port Swettenham); Horace W. Reid (Perak); Evelyn Vernon (Perak); F. Barrett-Lennard (Singapore); James C. Shaw (Singapore); Ernest J. B. Watson (Watson (Singapore); and Charles H. Brangwin (Swatow).

EX-SERVICE MEN IN THE PROFESSIONS.

The Minister of Labour, replying to Mr. Alfred Davies, states that grants have been made by his Department to 1,138 men training as solicitors and to 1,920 men training as accountants. No information is available as to how many of these men are disabled or are now in practice. The President of the Board of Education has sanctioned grants to some 2,408 men training in the medical and dental professions.

TURBINES AND BOILERS.

LATEST STEAMSHIP DEVELOPMENTS.

The desirability of high-speed geared turbines for express ship propulsion is well established by the fact that during the war high-speed turbines with mechanical gearing were universally adopted by the British Admiralty for patrol boats, torpedo boat destroyers, light cruisers, battleships and battle cruisers of the highest power. During the last four years practically no direct driving turbines have been fitted in warships.

At the time of signing the Armistice the total horsepower of geared turbines completed and under construction for war-vessels for the Allies was over 16,000,000.

In spite of the congestion which this caused in the turbine-makers' works, the Ministries of Shipping in England and America ordered as many geared turbines as possible for the standard transport and freight vessels built during the war.

An efficiency of 93½ is obtained in the case of single reduction gearing, and there is practically no limit to the ratio of reduction that can be employed between turbine and propeller; thus both turbine and propeller run at their most economical speeds.

Experience has shown that the life of the gears is very long. The gears of s.s. Mahanada, after five years' continuous service, during which the vessel completed over 233,000 miles of steaming, were in excellent condition.

The reason for this phenomenal development in geared-turbine ships is that a saving in coal of from 17 to 25% has been effected as compared with vessels fitted with reciprocating engines, and the space occupied and the weight of the turbine plant are approximately one-half of that of reciprocating engines. Moreover, the wear and tear and maintenance costs are exceedingly small. The geared turbine ships have the same advantages over direct turbine-driven vessels, but to a lesser degree.

Although it may be affirmed that vessels having high speeds are very expensive to run, an investigation will show that owing to the economies effected by these new developments there is actually a relatively reduced expenditure compared with competitive vessels fitted with older and slower means of propulsion.

The boilers are of the water-tube type having a working pressure of 350 lbs. per square inch, 140° Fahr. superheat, and the furnaces are arranged for burning oil and coal separately or together.

There is no difficulty in making the boilers for 350 lbs. pressure and 140 degs. Fahr. superheat.

Several orders have recently been placed in which the degree of total steam temperature is 650 degs. Fahr.

The makers of water-tube boilers, therefore, have no objection to guaranteeing the boilers for this pressure and final temperature.

With regard to oil fuel, it is well worth while to consider the suitability of an arrangement by which oil could be used ordinarily, and in a very short space of time coal firing could be reverted to, which is a condition complied with in many water-tube boilers fitted on a large number of naval vessels, of which H.M.S. Iron Duke are instances.

In water-tube boilers that are arranged in this way suitable provision is made for protecting the oil-burners when coal is in use, and the reversion to coal can be done by merely removing the fire bricks or clinker off the bars.

On one of the naval vessels it has been found recently that leaving the clinker on the bars after changing from coal to oil quickly, and pumping oil only, was sufficient to protect the bars.

As regards relative performances of cylindrical and water-tube boilers for mercantile marine purposes the s.s. Avenger, a vessel of 16,250 tons displacement and a speed of 19 knots, was fitted with water tube boilers and superheaters having geared turbines of 14,300 H.P., in which the consumption of oil fuel per H.P. per hour was only 874 lbs.

This vessel was originally built as a mail and passenger steamer for the San Francisco and New Zealand service, but immediately after her trials was taken over by the British Admiralty and converted into an armoured auxiliary cruiser. The vessel was used for patrol work at many varying speeds, during which the boilers responded fully and most efficiently, with an economy in consumption of oil, as foreboded in the trial results.

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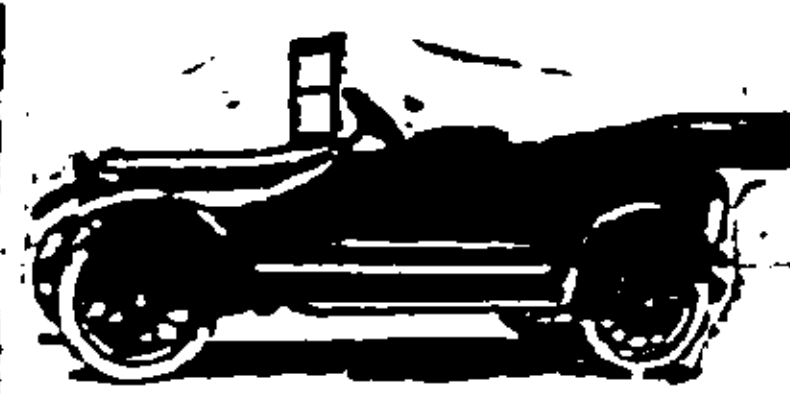
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DR. JOWETT AT DURHAM.

VICAR TURNED OUT OF CATHEDRAL.

Recently Dr. J. H. Jowett preached from the pulpit of Durham Cathedral, and a notable date has been added to ecclesiastical history.

The protests which have been heard in controversy entered even the Cathedral in a mild form. Dr. Jowett had ascended the pulpit and delivered a sentence of prayer, when a high-pitched protest against Dr. Jowett preaching in this Cathedral. What he said further was drowned in shouts of "Put him out."

The head verger proceeded to where the interrupter was sitting, midway down the nave, and asked him either to be quiet or go out. The man refused, and the Chief Constable, accompanied by two members of the City Police, escorted him outside.

There he encountered a large hostile crowd, who were unable to get into the cathedral. They closed in upon him, but he was permitted to go away without assault. It was subsequently ascertained that the protester gave his name to the verger as Rev. P. T. Casey, Vicar of Wheatley Hill, Durham.

A remarkable feature of the incident was the spontaneous singing by a group of strong male voices of the hymn "When I Survey the Wondrous Cross." It effectively drowned the noise of the disturbance, and was taken up from end to end of the cathedral. The ejection of the interrupter was greeted with much clapping of hands and some cheering.

As the verger returned to the chancel steps the singing stopped as suddenly as it had begun, and Dr. Jowett, in a clear, far-reaching voice, announced his text: "And an intense silence, which was strikingly impressive—Dr. Jowett in the pulpit, and the Dean, standing in his stall, watched and waited motionless."

THE CONGREGATION.

Two hours before the time of service all the seats available to the public were taken, and many who would not stand turned away. Thousands climbed the narrow, winding, cobble street up the hill, and every available bit of standing room was occupied. Those who know the cathedral's capacity declare that the people listened to Dr. Jowett.

People had come by train, motor bus, and cycle from distant towns and the mining villages near at hand. The seats reserved to the University were filled. Places near the pulpit were found for the townspeople. The procession included the Mayor, the Council, officials, and leading representatives of the Free Church, Council, Salvation Army, and the Durham Miner's Association officials.

It was a great congregation, but mere size was not its chief import. A great thing had been accomplished. Dean Welldon had brought together in common worship thousands of members of the Anglican communion and thousands of men and women who by conviction and tradition dissent from the Anglican Church.

THE SERMON.

Nothing glorious, he said, had been born without pain. Agony and birth had always kissed each other. God's tremendous things had never been given to an apathetic Church. The blood of martyrs had been the seed of the Church. They had surely discovered that war was not necessarily an ennobling experience, even though it was fought in a sacred cause for just and righteous ends. There were moral and spiritual perils in the camp and field. Some men had returned

700 STEAMERS IDLE AT BRISTOL.

DEMAND FOR DECONTROL.

Statements that articles required by the public are being kept out of port, while goods not wanted are allowed to come in, were made at the annual meeting of the Chamber of Shipping in London recently.

Sir Owen Phillips, chairman of the Royal Mail Steam Packet Company and Union and Castle Line, declared that at the present time there were considerably over 3,000,000 tons more shipping in the world than had ever been known before, and that shipowners had done their part to bring back a normal state of things.

Control, he said, meant that coal for ocean-going ships cost £5 to £7 per ton at English ports, while a miner received, he believed, about 20s. per ton. This tended to keep up freights.

At the docks of London, Liverpool, Glasgow, and Southampton, goods which the public needed were kept out and ships were being kept out and ships were bringing in articles that were not required.

Sir William Seager, M.P. Cardiff, said that in the Bristol Channel there were to-day 700 steamers waiting and waiting time. They could not get cargo or bunkers, and were accordingly idle.

Mr. D. Stephens quoted an instance of low freight, where a cargo of sugar brought from Cuba to Greenwich worked out at 1-11th of a penny per pound.

Mr. J. Workman (Glasgow) said that one of the steamers of his firm had been lying at London since January 22 with cargo, including 40,000 chests of tea, on board. She was ordered to Glasgow to discharge the tea, and sailed last Monday. It was found on inquiry in Glasgow that all the tea had to be raised back to London, and the ship had to return to London to unload the remainder of her cargo.

Mr. William Good (Hull) declared that at a recent meeting in Hull it was stated that 100,000 tons of timber were in the yards at the docks, and would be added to by imports coming in another two months.

A resolution in favour of the abolition of Government control was passed.

with shattered faith, whilst others had had their lives made radiant by the light.

The Church must agonise for the moral and spiritual redemption of men; she must agonise in guarding her own sensitiveness; she must labour to keep her sense of right unaffected; she must be zealous to defend her humanity, her Christianity, her wells and fountains of life, and she must keep them deep, pure, and sweet, and must fight against all moral opiates and anaesthetics.

The Church must agonise in the hour of intercession and in the proclamation of the gospel of grace. Nothing must supplant the preaching of the Gospel, and it must be an Apostolic Gospel, not trimmed to meet the superficial fashion of the passing hour.

The world was aching for a gospel, and it was the labour of the Church to present a gospel which could meet the world's most awful needs, lighting up its darkest road, getting down to its deepest depravity, bringing cordials and balm to its most appalling sorrows. The Gospel of Christ could do it. The Church that preached a Gospel in which it believed and lived, and that would give its blood for it, was the sure and certain secret of a comforted, purified, unified, regenerated, and transfigured world.

The service has proved as momentous as was anticipated. The Dean said to me afterwards: "It is a most remarkable reply to the people who have been opposed to this particular act of intercommunion. It has shown that the opponents of such a charitable action are not a very large body. Durham has never had a day like this."

"TAX ON IDLENESS."

A DRASTIC MEASURE.

A new law which will be brought before the Italian Chamber is Signor Lombardi's so-called "tax on idleness." It is by no means likely that the Bill will pass into law in its present form. It provides that all those persons between twenty and sixty-five who cannot prove that they are occupied in some trade, profession, business, or other employment, and are living on their private incomes, are to be taxed of one half of the same, while they must also pay the ordinary citizen's taxes. This Draconian measure, which, if it passes the Chamber at all, will certainly leave it much modified, further provides that persons who have neither work nor income will be warned to find an immediate occupation. If they fail to do so, work will then be given them by the Government.

The law for compulsory insurance against sickness will also be brought before the deputies. The Bill, as it has been drafted, follows the lines of the British law for compulsory insurance, but there are one or two innovations. The Act is to apply to persons between the ages of fifteen and seventy-five, working for others, whose monthly wages does not exceed 350 lire a month (about £12 at the present rate of exchange). The obligation to insure against sickness will also be extended to independent workers, including professional men, if their annual incomes are not larger than 4,200 lire a year (about £280).

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Yonjungechoon, Fany Ontaile Des Vaux Road, from Yokohama.
Leung Yau Cheang Ming Lock, from Kobe.
Courtney, Post Office Building, from Kobe.
Tongsseng & Co. Des Vaux Road, from Amoy.
Kohyangkoh, 3 Flor House, No. 21, Yingwo Street, from Amoy.
Leungwok, Care Lee Bros, from Shanghai.
Sokin, Great Eastern Hotel, from Tientsin.
Culver Party, Hongkong Hotel from Shanghai.
Wongkangchi, No. 38, 2nd Floor, Stanley Street, from Amoy.
Gofurth, from Tsingtau.
Horowitz, Hotel Carlton, from Shanghai.
1184, from Shanghai.
Lonnue 142 Dukupodochun, from Shanghai.

T. KRING, Superintendent.
Hongkong, April 8, 1920.

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List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:

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M. Farid Ellis, Kadorie School, from Jesselton.
May McCutchen, from Kansas City.
Peris, Harbour Office, from Moulmein.
Sellingo, Argentine Consulate, from Durban.
Vandyk, from Semarang.
Wright, Care Awlik, from Calcutta.
D. de H. FARRANT, Superintendent.
Hongkong, April 8, 1920.

NOTICE.

REPULSE BAY HOTEL.

WEDNESDAY, April 7th.—TEA DANCE From 4 to 7 p.m. DINNER DANCE From 8 p.m.
SATURDAY, April 10th.—TEA DANCE From 4 to 7 p.m. DINNER DANCE From 8 p.m.
SUNDAY, April 11th.—ORCHESTRAL CONCERTS DURING TEA AND AFTER-NOON TEA.

NOTICE.

THE INDO CHINA STEAM NAVIGATION CO. LTD.

The Directors of the above Company have declared an Interim Dividend of 3% (equal to 3/- per share) on the Preferred Ordinary Shares and 6% (equal to 6/- per share) on the Deferred Ordinary Shares.

Dividends for Shareholders on the Colonial Register are free of Income Tax and will be paid at the rate of 4/10-1/4 per dollar.

Dividend Warrants will be obtainable on and after Monday 3rd May, 1920 at the Company's Office.

Transfer Books of the Company will be closed from Monday 26th April to Monday 3rd May both days inclusive.

JARDINE, MATHESON & CO. LTD.
General Managers.
Hongkong, 7th April, 1920.

NOTICE.

Wm. POWELL LTD.

NOTICE is hereby given that the Nineteenth ordinary General Meeting of Shareholders in the above Company will be held at the Company's offices on Monday April 19th, 1920, at 12 o'clock, Noon, for the purpose of receiving the report of the Directors and Statement of Accounts to the 29th February 1920.

The Transfer Books of the Company will be closed from the 9th April to the 19th April 1920, both days inclusive.

By order of the Board of Directors.
HARRY EYRE,
Acting Secretary.

NO SUNDAY GAMES.

L.C.C. REFUSE USE OF PARKS.

Not only London, but the whole country was watching the Council's conduct, said one of the members of the L.C.C., when the question of Sunday games in the public parks again came up for discussion recently.

At a previous meeting of the Council the Parks Committee recommended that cricket, football, golf and other games be permitted. A great many protests had since been received from religious bodies and from individuals.

Capt. G. A. Hardy now moved the reference back. There was really no demand for the proposal at all. (Cheers). On the other hand, almost all the members of the Council had received petitions against it. The Council was trying to force on the people of London something which was not wanted.

Mr. C. G. Ammon (Labour) seconding, said the L.C.C. would have to be careful in the lead it made. They should pause a long time before discarding an institution—the English Sunday—which other countries were about to adopt.

Mr. Harry Gosling said one method of overcoming the crowded parks was to provide more parks. (Cheers). It was better to sit in the park than in the public-house. He saw no reason why men should not be allowed to play in the parks on Sundays.

After over two hours' discussion the Council refused to allow Sunday games in the parks, the voting being 42 in favour of and 79 against the proposal.

NEW ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Saturday, the 10th April, 1920 commencing at 11 a.m.

at their Sales Rooms, Duddell Street

3 cases Paint Oil
93 kegs Assorted Paint
4 drums Enamel
8 drums Paint
5 drums Black Enamel
9 barrels Ship Varnish
1 cask Copper Boat Nails
5 cases Pickles
15 cases Brass Wire Nets
1 cask Riveis
2 cases Barley
3 cases Padlocks
4 cases Jellies
39 tins Boat Varnish
80 tins Velocine
62 tins Patent Dryer
21 blocks White Metal
3 cases White Metal
8 kegs White Zinc
3 drums Yellow Varnish
1 case Terebine

LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Saturday, the 10th April, 1920 commencing at 11 a.m.

at their Sales Rooms, Duddell Street

(More or less damaged by seawater)

A Quantity of Haberdashery and

1 case Electric Torches

Terms: Cash on delivery.

LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 13th April, 1920 commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street

A Quantity of Sundry Household Furniture

(Full particulars from catalogue)

Terms: Cash on delivery

On view from Monday, the 12th inst.

LAMMERT BROS.
Auctioneers.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road.
Opposite the University
Tel. No. 732. P.O. Box 593

Principal

JOHN P. JONES, B.Sc., M.E. Min.

The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.

New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.

Private Tuition can also be had in these subjects.

Prospectus on application.

NOTICE.

CONSTITUTIONAL REFORM ASSOCIATION OF HONGKONG.

The Third Annual General Meeting of the above Association will be held at the City Hall, on Thursday the 15th of April, 1920, at 5.30 p.m. for the following purposes:

To receive the Report of the Committee and Statement of Accounts to 31st December, 1919.

To elect the Officers and Committee for the ensuing year.

H. B. L. DOWBIGGIN,
Hon. Secretary.

Hongkong, 7th April, 1920.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX NO. 336 & 337

WANTED.

WANTED.

WANTED.—Young Lady, English, wishing to arrive South Africa early August would like to accompany others travelling same route or would help with children by arrangement. Apply Box 339 c/o "Hongkong Telegraph."

WANTED.—House or Flat required.—Furnished or Unfurnished on long or short lease. Apply Box 340 c/o "Hongkong Telegraph."

NOTICE.

THE HONGKONG & KOWLOON WHARF & GODOWN CO. LTD.

NOTICE is hereby given that unless the following goods at present in the custody of the above named Company are taken delivery of within thirty days from April 6th, 1920, and the charges due in respect thereof paid, they will be sold by Public Auction:—

Ex "ss. Harold Dollar" arrived April 15th, 1918.

S. T. Hongkong, No. 1. 1 Bale Belting.

M. T. Hongkong, Various numbers 24 Bales Belting.

M. T. Hongkong, Various numbers 4 Bales Belting.

S. T. Hongkong, Various numbers 2 Bales Belting.

M. T. Hongkong, Various numbers 8 Bales Belting.

S. T. Hongkong, Various numbers 4 Bales Belting.

M. T. Hongkong, Various numbers 6 Bales Belting.

S. T. Hongkong, Various numbers 6 Bales Belting.

M. T. Hongkong, Various numbers 6 Bales Belting.

S. T. Hongkong, Various numbers 6 Bales Belting.

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WANTED.—Young Lady, English, wishing to arrive South Africa early August would like to accompany others travelling same route or would help with children by arrangement. Apply Box 339 c/o "Hongkong Telegraph."

WANTED.—House or Flat required.—Furnished or Unfurnished on long or short lease. Apply Box 340 c/o "Hongkong Telegraph."

NOTICE.

NATIONAL LOAN OF THE FOURTH YEAR OF THE REPUBLIC (1915).

Subscribers to the above Loan are hereby notified that redemption of the bonds drawn at Peking on the 20th March 1920 will begin on the 12th April 1920.

Payment in cash or its equivalent will be made at the Bank of China and Bank of Communications or any of the branches of the above banks and also at the Shanghai Office of the Hongkong and Shanghai Banking Corporation.

Bonds having as their two terminal numbers any of the following groups, viz. 12, 11, 15, 25, 34, 40, 41, 47, 55, 61, 67, 73, 75, 90, 97, 99, are drawn bonds.

F. A. AGLEN,
Inspector General of Customs,
Inspectorate General of Customs
Peking, 26th March, 1920.

NOTICE.

THE BUSINESS OF AN AUCTIONEER

Surveyor, and Appraiser, hitherto carried on by the undersigned under the style or firm name of "Geo. P. Lammert," will, as from this date, be carried on by the same parties under the style or firm name of "Lammert Bros."

Dated 7th day of April 1920

Geo. P. LAMMERT,
H. A. LAMMERT.

NOTICE.

ROYAL HONGKONG YACHT CLUB.

The Closing Cruise of the Season and presentation of Prizes will take place on Saturday 10th April, at the Club House, North Point.

The Commodore, Vice-Commodore and Committee will be at Home to Members and friends from 4 p.m.

By Order,
P. B. COLTURST,
Acting Hon. Sailing Secretary.
Hongkong, 7th April, 1920.

NOTICE.

HONGKONG TRAMWAY CO., LTD.

(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that the Ordinary General Meeting of the Hongkong Tramway Company Limited will be held at the Offices of Messrs. Jardine Matheson & Company Limited, Pedder Street, Hongkong, on Wednesday, the 14th day of April, 1920, at 12 o'clock noon, to transact the ordinary business of the Company.

By Order of the Board,
W. E. ROBERTS,
Secretary.

H

NOTICES.



AIR-FLOAT

TALCUM POWDER.

THE TOILET ARISTOCRAT.

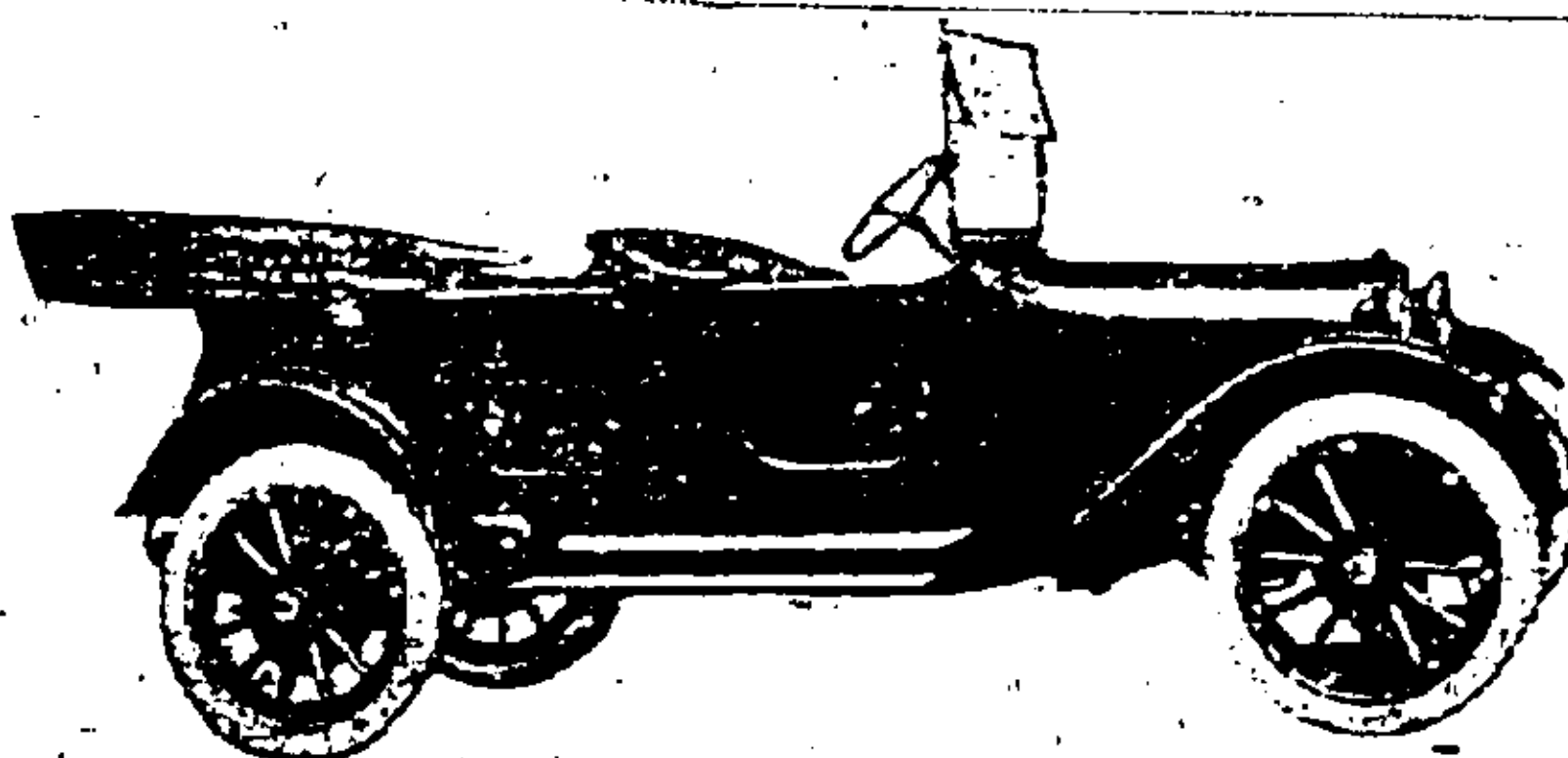
If your dealer cannot supply you with "AIR-FLOAT" send us his name and we will see your wants are immediately filled.

CONNELL BROS. CO.

SHANGHAI — HONGKONG
SOLE AGENTS FOR CHINA.

DODGE BROTHERS

5 PASSENGER
TOURING CARS



From stock

Price \$2100.00 each.

SHEWAN, TOMES & CO.

MOTOR DEPARTMENT

Garage: No. 7, Russell St.

Phone: 659.

MODERN MOTOR CYCLES.

ELIMINATION OF NOISE.

One of the features of the typical motor-cycle to which exception can most justly be taken, particularly if it be of moderate power, is its noisiness, says a Times correspondent. It is probable that none of its characteristics—save, perhaps, its untidy and complicated appearance—exercises so powerfully a deterrent influence upon the potential purchaser. There is, of course, much truth in the plea commonly put forward in extenuation of this disagreeable circumstance that, on the road, the rider leaves the greater part of the noise behind him, but obviously enough someone has to suffer from it, and there are plenty of people to whom the economy and efficiency of the motor-cycle make a strong appeal who yet resist purchase because they shrink from a vehicle to which the often vituperative attention of passers-by is so loudly drawn.

It may be that they live upon a main road and have known what it is to be awakened in the small hours by the roar of some lusty "big single," and they are not prepared to be, in turn, themselves reviled as they have reviled others, but it is far more likely that the possession of a noisy mechanism simply frightens them. To the lay mind fuss and clatter and explosiveness are inevitable indications that things are "going wrong" to a dreadful extent, whilst reasonable quietness is taken to mean that "All's well."

The average motorist, whether he proceeds upon four wheels or two rarely uses an oil-can until his car is greeted by a chorus of different squeaks, although the parts concerned may have silently suffered gross neglect for weeks. After all, this is but natural, for whilst a characteristic sound is pleasant enough, cacophony is always revolting. The lawless youngster who cracks through the countryside in disobedient regulations (generally with impunity), but largely obeying an instinct. He prefers the clean beat of the exhaust to the clatter of valves and valve gear and the snatch and whistle of high-speed chains, and he therefore uses the former to drown the other. One is accordingly inclined to believe that until motor-cycle power plants are made less rattlesome and fussy the problem of adequately muffling the exhaust gases will not be successfully solved, for the curing of one evil will only serve to bring another into prominence—and the other may easily prove to be the more stubborn of the two.

NOISE AND EFFICIENCY.

In the old days motor-cycles were, if one's memory serves one, not so generally noisy as they are to-day, largely because they had the sweetness of simplicity. The engines were less efficient than the modern type, and altogether more easy-going. That is not to say that fussiness is a necessary concomitant of high efficiency but it must be admitted that it is a very usual one. To start with, there were fewer timing gears. In a motor-cycle to-day six high-speed pinions of small diameter—all with strongly marked vocal potentialities—are often to be found driving the valve cams and the magneto. Formerly, with the automatic type of inlet and outlet valves, there were but two pinions. Again, instead of three being high-speed chains and countershaft gear-boxes, a plain belt conveyed the power from motor to back wheel, and hence a cheerful exhaust was the most outstanding instrument in the orchestra. The writer remembers

instances where it was very much on a sordid, and it might have been even more so were it not an inherently difficult matter, in the space available in a motor-cycle, to muffle the gases of a single cylinder.

In this case there is a slow succession of distinct explosions which result in the exhaust gases escaping in a series of jerks, and it is this jerkiness which gives rise to the pronounced sound waves. In order to reduce this a certain amount of resistance to gas flow must be offered by the silencer, but if this be too great it will prevent the exhaust getting away with the desired rapidity and make inroads into the power of the engine. The conditions are more favourable with a twin-cylinder motor and better still with a four-cylinder, because to a certain extent the explosion impulses in the exhaust pipe overlap one another. It will be remembered that the Scott motor-cycle has always been one of the most agreeably quiet machines. This is partly because the two-cylinder two-stroke has a similar exhaust pulsation to a four-cylinder four-stroke, and partly because the engine is innocent of any distribution gear. Except for the transmission and subsidiary driving chains there is no mechanical noise to an appreciable extent.

A PROBLEM FOR THE DESIGNER.

The really quiet motor-cycle has been a very long time coming, at all events so far as standard machines are concerned, but there is no real reason why it should be delayed much longer. The problems to be solved are of the same type as those which have cropped up in car design and have been successfully solved, for in cars, too, quietening the exhaust brought about the need for quietening transmission, valve, and distribution noises, which had previously been in the background.

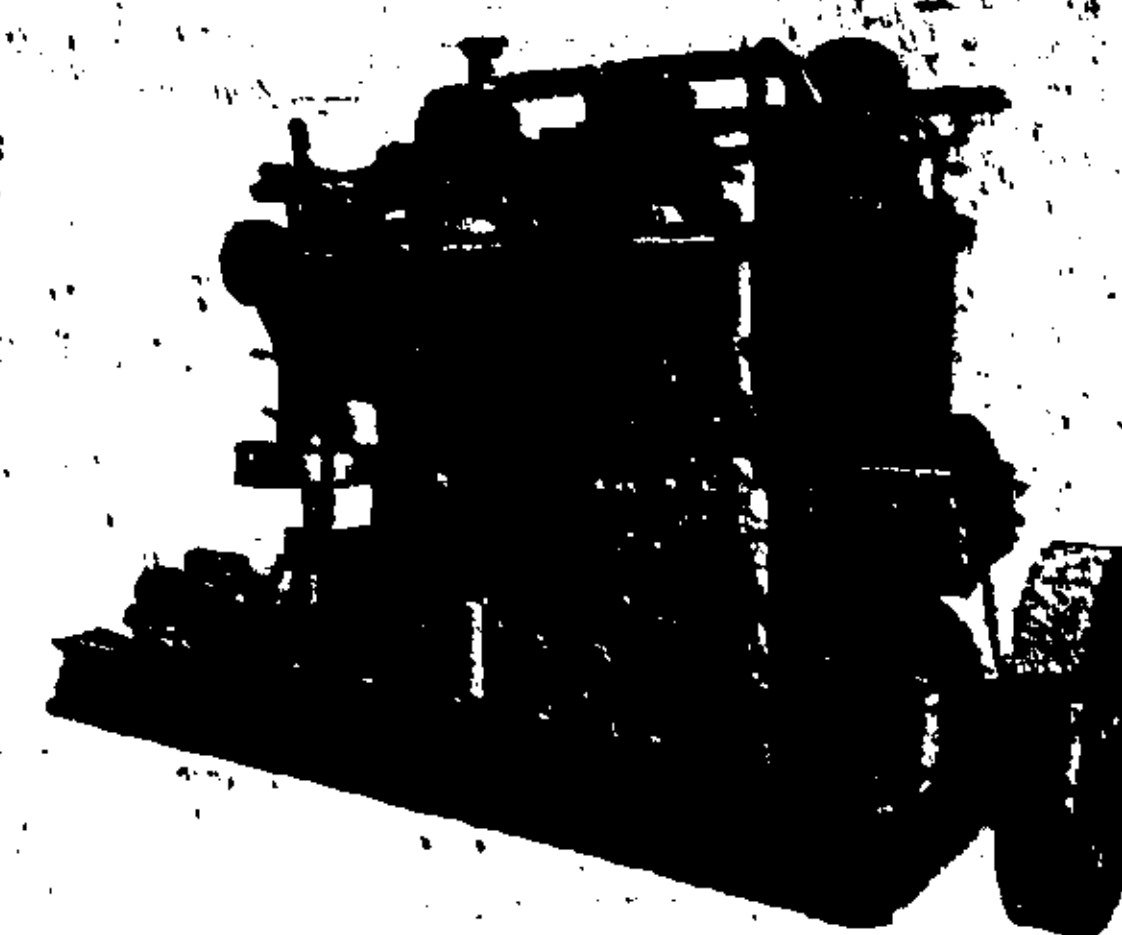
It is sometimes claimed that it is more difficult to "silence" an air-cooled engine. Owing to the greater body of metal in the cylinder this is probably true with regard to valve noise, but is untrue in connexion with other noises except in so far as water-cooling enables tappet mechanism to be completely covered up which in the ordinary motor-cycle is commonly exposed and consequently wears badly. Points to which designers of motor-cycle engines should pay particular attention in reducing the noise of their mounts to a reasonable minimum, are, first, the profiling of cams so that valves are "let down" on to their seatings instead of being dropped down; secondly, the use of quiet running pinions for cam and magneto drive; and, thirdly, the complete enclosing of transmission chains, especially that between the engine and the countershaft gear-box. One must expect that an open engine of the four-stroke type should make a certain amount of clatter, but there is no reason why the present standard of noisiness should continue. Even if its reduction led to a slight decrease in efficiency it would probably prove to be well worth while, but there is no need for this to be the case with two-stroke machines, most of which are bad offenders.

This note is written in the hope that if, and when, important trials of motor-cycles take place the organizing authorities will adopt some practical means of determining an order of merit in respect of quietness and make it clear that they regard the noise test of really great importance. Designers will then be given some inducement to show what can be done, with the result that the industry as a whole will receive considerable benefit.

"ORIGINAL" CRUDE-OIL ENGINES

Economical

&
Reliable



Built to last

&
Prices right.

For prices and particulars Apply to: Manufacturers representatives,
UNION ENGINEERING CO., LTD.

13, Chater Road.

CONSIGNEES.

NOTICE TO CONSIGNEES.

S.S. "WEST IVAN"
From Seattle JAPAN
SHANGHAI.

The above mentioned vessel having arrived from the above mentioned Ports. Consignees of cargo are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignee's risk.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined by Messrs Carmichael & Clark on 9th instant at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after 9th instant will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

FRANK WATERHOUSE & CO.
As Operators,
U.S. SHIPPING BOARD,
3rd Floor, Hotel Mansions.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO. LTD.

Consignees per Co's Steamer "STENTOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 7th April.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 13th April will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 27th April or they will not be recognized.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 7th April, 1920.

THE ADMIRAL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PAWLETT"

having arrived from Portland via ports, on April 3rd consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on April 9th by the Company's Surveyors, Messrs. Goddard & Douglas.

All claims must be presented within 30 days of the steamer's arrival here, after which they cannot be recognized.

No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after April 10th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation
Operating Agents,
THE ADMIRAL LINE,
5th Floor Hotel Mansions,
Hongkong, 3rd April, 1920.

THE ADMIRAL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "BOLTON CASTLE"

From NEW YORK

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 20th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 10 a.m. by Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents,
Hongkong, 6th April, 1920.

THE ADMIRAL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "ELDRIDGE"

having arrived from Seattle via ports, on April 3rd consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on April 9th by the Company's Surveyors, Messrs. Goddard & Douglas.

All claims must be presented within 30 days of the steamer's arrival here, after which they cannot be recognized.

No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after April 10th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation
Operating Agents,
THE ADMIRAL LINE,
5th Floor Hotel Mansions,
Hongkong, 3rd April, 1920.

THE ADMIRAL LINE.

NOTICE TO CONSIGNEES.

From MIDDLESBRO, LONDON & STRAITS.

The Steamship "BENVENUE"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 16th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 3rd April, 1920.

FRECKLES AND HIS FRIENDS

Large Objects Are Easily Seen at a Distance!

BY BLOSSER



WATSON'S E WHISKY

maintains the same HIGH
quality TO-DAY as BEFORE
and during the War.

Per Case including duty.

\$29.00

A.S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.
TELEPHONE 616.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 9, 1920.

DOMINION HOME RULE.

There is always an intense interest for Crown Colonists like we are in Hongkong in anything that appertains to the constitution of the Empire and therefore it is in no way necessary to apologise for making reference to the article which appeared in the *Manchester Guardian* commenting on Mr. Bonar Law's speech in the House of Commons with reference to Dominion Home Rule. Reuter has not favoured us with a very full account of Mr. Law's speech, but it devoted a goodly proportion of yesterday's cables to telling us what was the opinion of the *Guardian*, an opinion that will be almost sure of finding a hearty echo in the minds of all Hongkong British residents. It is one thing to speak of Home Rule, either for Ireland, the Dominions, the Crown Colonies, or anywhere else when meaning the handing over of purely domestic legislative powers, but it is an entirely different proposition when meaning a complete cutting adrift from the British Empire. It would seem that South African Republicans have been using the words of Mr. Bonar Law as being something in their favour and the newspaper quoted above has been exercised to show that care should be taken when Ministers are giving expression to any such sentiments in the heart of the Empire.

No one would suggest for a moment that Mr. Bonar Law meant anything more than a Home Rule for domestic purposes and it seems to us as though the *Guardian* has been somewhat concerned. But the question is one that should rightly be gone into and the *Guardian* has struck a very happy note in its explanation of the relationship existing between the Mother Country and the great and small Colonies. It is a principle of very elementary justice that people should be left to look after their own affairs and interference is only justified, morally, when actions on the part of one set of people interfere with and prejudice the rights of others. And so it is that all the Dominions are self-governing, but at the same time they form part of the great family of nations that has grown up under the Union Jack and are very rightly considered as a whole—as an Empire. There are certain Imperial functions affecting them still regulated from London and there are certain appointments, such as High Commissioners and Governor Generals, that are in the hands of English statesmen. Those people residing in the Dominions who see something deleterious in this, who desire to be absolutely free and cut adrift altogether from Britain, lose sight of the central fact that as a family they are much stronger and in a better position of security than they ever could be as individual, distinctly clear-cut countries. The same thing applies to Ireland. Home Rule, for the self-administration of internal affairs, is nothing but good, but the idea of an Irish Republic, having no connection whatever with the rest of the Empire, is not only repugnant on grounds of sentiment but is utterly at variance with what would be best for all. We, in Hongkong, rightly ask for a larger measure of Home Rule; we want to be given more liberty of action and not so much under the dictation of permanent officials at Home who are out of all touch and sympathy with the developments that are going on. But not even the most ardent constitutional reformer or Home Ruler would argue for complete autonomy. The *Guardian* put the matter well, when it stated that the relation of the Crown to the Cape or Transvaal is precisely the same as its relation to Cornwall or Lancashire, and we agree that General Smuts was on perfectly sound ground when he stated that no portion of a single sovereign State can throw off allegiance on its own authority without an act of rebellion or revolution. It cannot be done in England and it cannot lawfully be done in Canada or South Africa.

It is just as well to be clear on this matter. The Dominions claim that they have a right to a vote on the League of Nations' Council as independent countries that contributed their individual share to the efforts that brought peace, and we think that claim is just. It might be hard for some people to grasp the two ideas of independent countries in one Empire, but that is in fact what exists and what we hope to see existing for many years yet. As an Empire we have done well, but as disjointed and separate countries they would be hardly the same promise. We can get back to Aesop for a guide, for in his fable of the old man's sons and the bundle of sticks he has proved the incontrovertible fact that "Unity is strength."

NOTES & COMMENTS.

THE OIL AGE.

In view of the growing use of oil for maritime propulsion purposes, it is satisfactory to know that Hongkong's facilities for bunkering ships with this essential commodity are being gradually extended. The Lanchowik reclamation scheme is now under way, and when it is completed, the Standard Oil Company will be able to deal with many more ships than it can now do at its pier there. The Asiatic Petroleum Company, also, is putting up an additional huge tank at North Point, and this will mean further bunkering facilities. In this connection, we hope the time is not far distant when many valuable blocks of buildings at West Point now used for the storage of dangerous goods such as petroleum will be made available for other purposes. Apart from the danger of fire—of which we had a disastrous example at Belcher's Street the other day—much property which could be put to other and better uses is today monopolised in the manner indicated. It is high time the authorities took into consideration the question of the transference of these dangerous goods stores to some place away from the centre of the city, and if the new developments of which we have spoken will tend towards that end, then there is additional cause for gratification in the enterprise of the two firms mentioned.

EXCHANGE RATES.

It is good news to read that for the first time for many a month the exchange value of the pound sterling in America has passed the four-dollar mark. More gratifying still is the probability that the improvement will continue. The adverse cross-rate has been a big factor in the higher cost of living, and that it has been harmful to trade expansion is obvious. We are feeling the effects of the improvement in the lower sterling rate of the dollar here. Some of us may grumble at the weaker tendency, but if we only take large views, and put on one side our own selfish interests, we must concede that it is all for the best. The high Hongkong dollar has hurt this Colony in numerous ways. Local traders find in it the reason for the disinclination of the public to spend money—and that is bad for local business. Then the export trade has been very badly crippled by the high dollar; in fact, if the appreciation had continued much longer, the Colony would have been faced with something approaching a real crisis. For the man who is in the fortunate position of being able to save money, the high dollar has been very, very nice. But there are bigger and more vital interests than those of these lucky people to be taken into account. The improved cross-rate between America and England, and the declining value of the Hongkong dollar, may not make some of us feel very happy. But that these developments are for the general good there can be no shadow of doubt.

SANITARY BOARD ELECTION.

It is being argued, we see, that inasmuch as Mr. Alabaster has served the community well on the Sanitary Board and is willing to stand again, it is not the business of anyone else to "butt in" and contest the seat. That is rather a perverted way of putting the case. By that process of reasoning, no one should oppose the re-election of a Member of Parliament if he has done well. We should have thought that in both the one case and the other, any eligible man has an undisputed right to come forward and offer himself as a candidate if he thinks he can serve the community. In this instance, we understand that the new candidate is coming forward in the interests of the Kowloon community, which considers that it ought to be represented on the Board; and he has qualifications for the position which should commend him to the voters concerned. There is not the least question of personal opposition to Mr. Alabaster, who has admittedly been a good man on the Board. But neither Mr. Alabaster nor anyone else has a special option on the seat, and we are sure that he would never seek to claim that he had.

HOME IN RAILWAY CARRIAGE.

Buckley (Flintshire) magistrates recently granted an ejectment order against an unmarried woman who occupied an old railway carriage which had been converted into a small furnished bungalow.

DAY BY DAY.

A GLUTTON CANNOT SEE OR KNOW THE RIGHT.

There were three cases of plague and two of cerebro-spinal fever notified yesterday. All were Chinese and all ended fatally.

Mr. G. T. Edkins has taken charge of the local Taikoo office during the absence of Mr. Ross Thomson who left yesterday for Home by the Empress of Asia.

During the absence of Mr. R. M. Dyer, who left by the Empress of Asia yesterday, Mr. J. W. Graham will act as Chief Manager of the Hongkong and Whampoa Dock Co.

A rumour prevails in Shanghai that the Military Government of Canton will be re-established there with Wu Ting-fang, Sun Yat-sen, Tong Shao-ye and Tong Kai-yao as Councillors.

St. Joseph's College annual sports are being held at the Racecourse to-morrow, commencing at noon. There is a fine programme of 31 events, including a 4-mile race for past pupils.

A report is current that a Russian steamship, which arrived at Canton on April 6, her cargo having been discharged, has been chartered by the Military Government to convey Yunnanese soldiers to Hoi Nam island.

The privilege of preparing and selling opium for three months and 23 days in Macao was put up for auction on Monday last before H. E. the Governor, at an upset price of \$300,000. There were several bidders and the old farmer secured the monopoly for \$374,000.

Tourist traffic in Hongkong is in booming. During the next week there will be four personally conducted tours coming to Hongkong, under the auspices of the American Express Company, comprising about sixty tourists. They will go through China and Japan.

To-morrow's Pictorial Supplement will include photographic groups of the Navy Reserves and Kowloon football teams; a photograph of Lady Stubbs and children; as well as pictures of Dr. Wu Ting-fang and Mr. P. A. Yvanovich, the Colony's billiard champion.

A number of Police Officers will be going Home shortly on furlough. They are Inspectors Brazil, Angus and Sergt. Ingham, who, with their families, will leave by P. and O. Khiva on Saturday. When the Professor leaves here about the 25th, she will have on board Inspectors Watt and Cashman who are also going on leave and will proceed Home with their families.

WEDDING.

WONG-FOX.

A wedding of much interest to the Chinese community took place at the Registrar's office to-day, when Miss Rosie Wong, eldest daughter of Mr. and Mrs. Wong Lai Chuen of Shanghai, was married to Mr. William Fox, eldest son of Mr. W. W. Fox of the Saiyungpan Government School, and Mrs. Fox. The bride, who was attired in a European dress of white satin trimmed with silver, and carried a bouquet of white roses and maidenhair fern, was given away by her uncle, Mr. Wong Lai Sang.

The pretty daughters of Dr. Ho Ko Tsun acted as bridesmaids, and they carried bouquets of red and pink roses. Mr. John Moraes was the "best man."

Following the ceremony at the Registrar's office, a reception was given at No. 10 Caine Road, which was attended by a number of well-known members of the Chinese community, amongst whom were Lady Ho Tung, Hon. Mr. Lau Chu Pak, Hon. Mr. Ho Fook, Mr. Ho Kom and others.

The couple were the recipients of a large number of presents from their European and Chinese friends. The honeymoon will be spent in Macao, the couple leaving by the afternoon boat to-day.

KOWLOON NOTES.

(BY "THE FERRYMAN.")

It we can't have a Kowloon representative on the Legislative Council, there is the possibility of our getting one on the Sanitary Board. An election takes place on Monday, and there is a Kowloon candidate in the field, in the person of Mr. Caer Clarke. There isn't much time for electioneering, but the contest ought to be extremely interesting—short and snappy, as they say.

Mr. Clarke hasn't issued his election address as yet, but it is common knowledge that he stands as the nominee of the Kowloon community, which has a perfect right to representation on the Board. Now, I hope that Kowloon people who are eligible to vote will demonstrate the fact that they take an interest in Kowloon affairs by rolling up in large numbers to the polling booth. "Return the Kowloon Candidate!" should be their slogan.

The election takes place at the City Hall on Monday between the hours of 4 and 6 p.m. Those eligible to vote are residents who are on the Jury List, as well as those people who are eligible for, but exempt from, Jury service.

To parody a well-known song, Kowloon residents are now asking: "Comrades, what are you charging?" They are very thankful that a new man has made his appearance with a cheaper price-list and that the others are now trying to beat him by rate-cutting. Let the good work continue! There's plenty of scope for reductions without anyone having to fear bankruptcy.

I was glad to see the little tribute in the *Telegraph* last week to the Ferry Company for voluntarily reducing the rate of monthly tickets. It was thoroughly deserved. It isn't often that public utility companies lower prices without being asked.

Those Kowloon residents who petitioned the K. R. A. to take up the matter of their increased rents have not secured any relief as yet. They are still hoping, though. I hear that the Association still has the matter in hand with the Government. Meantime, I suppose the tenants affected can only pay up and make a brave attempt to keep smiling.

I have so many times urged the removal of the old, rich-shelter just outside the ferry wharf that it is with delight I notice it is being pulled down. The place will look very bare now. The authorities might do worse than send a man over to Kowloon to see what can be done to improve the whole vicinity there. The turning of that triangular plot of land and a few other improvements would greatly add to the attractiveness of this desolate-looking region.

The Wigwam Tennis Club had quite a successful little "At Home" last Saturday, and there was general admiration expressed at the fine presents given the tournament winners. Mr. E. E. Brown, a clever exponent of the game, had the distinction of winning in all three events for which he entered.

The Kowloon tennis clubs are now keenly anticipating the League season. In the two divisions, there are no fewer than six teams from Kowloon. Some really fine contests should result. The season begins on the first Saturday in May.

Mr. W. T. Elson did well to defeat Mr. G. H. May in the golf final for the K.C.C. Captain's Cup by 6 and 4. He is in good form just now. Sunday's match with the U.S.R.C. will be very keenly fought, as the rivalry between these teams is strong. Then there will be the annual dinner and presentation of prizes on Saturday night at the Palace Hotel. It'll be a happy time for everybody, but will the K.C.C. men be really "fit for duty" on Sunday?

NEW ZEALAND'S NEXT GOVERNOR.

Wellington, Feb. 23.—Commenting upon a report that either Captain Guest or Mr. Shortt will be the next Governor-General of New Zealand, the *Dominion* urges the appointment of an admiral, in view of the development of New Zealand's naval policy.

OUR PEKING LETTER.

(From Our Own Correspondent.)

Peking, March 31.

Contrary to external appearances, the political situation in Peking is much more stable than it has been for some time. Premier Chin Yung-peng has strengthened his position, which is described as being firmer than it has been at any time since he assumed office. Moreover, the possibility of an early rapprochement with the South has been brought nearer realization by reason of the fact that the only condition to the resumption of the internal peace conference at Shanghai is that the Government undertake to abrogate the Sino-Japanese military Pact of 1915, and that they are about to do. The circumstances which brought it into being no longer exist, and the Convention automatically ceases, but to put the matter in proper order the Government intends to announce that the pact is annulled.

One of the most remarkable developments of the situation in Siberia is that China should have been allowed to take over control of the Chinese Eastern Railway from the Russians. The Japanese very much wanted in the early days to have a controlling voice in the administration of this line, and at one time it looked as if they could not be denied, but conditions in Japan have made the Government of that country chary about pursuing its continental policy too far, with the result that the Waichaiopu has guided procedure so successfully that China has not only exercised sovereignty over that territory but has taken over the administration of the railway from the Russians. General Horvath being now designated as assistant director under the Chinese, a position which he seems content to hold so long as he is freed from the attentions of his Bolshevik countrymen.

To read reports in certain journals one would imagine that the Chinese were breathlessly awaiting the arrival of Mr. T. W. Lamont, the American representative in the Consortium group, and that nothing else was discussed but the time of the arrival of this gentleman. Such statements are, to say the least, slightly exaggerated. Undoubtedly, the movements of Mr. Lamont possess an interest for many people in the capital, but it is beside the mark to suggest that Peking can think and speak of nothing else but the coming of the American financier. True, it is interesting in his advent, but it is not felt that the fate of the nation hangs upon any arrangement which he may make in respect of the Consortium. After all, it is the somewhat restricted Government circles that show any concern over the financing of the Government. The people are more interested in domestic politics.

For instance, the departure of Marshal Yuan Chi-jui from the capital for a few days is invested with more significance than the coming of an American financier. His movements are invariably associated with politics, and his little trip to Nanyuan, south of the city, is believed to have some political import. In the first instance it was given out that he had gone to Nanyuan in order to avoid visitors bringing felicitations on his birthday. Now we are told that he has left to rest and recuperate. It may be that this excursion is a perfectly innocent one, but one never knows in China.

The controversy between China and Italy over the seizure by the latter of the steamer *Silesia* at Trieste is still proceeding. According to Chinese sources of information, when protested that the seizure was contrary to the principles of international law the Italian authorities offered to submit the matter to arbitration. To this the Chinese declined, adding that the steamer should be returned to China, after which the Italian request for it to be handed over to Italy on the ground that the former Austrian Lloyd had become the Italian Trentino Lloyd might be the subject of negotiations and in the event of these proving abortive then the matter might go to arbitration. China does not abate her claim that the vessel was legally confiscated as enemy property, and that the correct judgement of the Chinese prize court in 1917 cannot be annulled by any act of a provincial court in Italy. China pleads that the

TO-DAY'S MISCELLANY.

Sentimental reasons have probably caused the Foundling Hospital to tarry in Central London after such institutions as Christ's Hospital and St. Paul's School have moved further afield. It is nearly 170 years since the familiar building was erected. In it are many features of historic interest, including the organ in the chapel, which was Handel's gift. But these relics might easily be removed to a new and more suitable abode in the country. If the nine acres covered by hospital and its playgrounds were covered with much needed residential and business quarters the resultant income would enable the good work of the founder, Thomas Coram, master mariner, to be very largely extended.

How many people could answer correctly if asked: "What are the arms of the Prince of Wales?" Ninety-nine out of a hundred would almost certainly reply: "The three ostrich feathers, of course"; but they would be wrong. As a matter of fact, the Prince's arms are those of his Royal father, known to everybody through the Royal Standard with a difference, which is explained by the science of heraldry as "a label of three points argent, and in the centre an escutcheon of the arms of the Principality of Wales, viz. Quarterly or and gules, four lions passant guardant counterchanged, ensigned by the Coronet of degree." The three ostrich feathers and coronet, with famous motto, "Ich Dien," is known as his Royal Highness's Badge.

Covent Garden will be lucky indeed if it survives the seething sarcasm of the Food Controller's Committee as "unfit even for the needs of a medieval London." Yet it cannot pass away without a tear, due to the shadow of departed greatness. When that Jacobean Duke of Bedford was given permission to "edify" houses on the old "Convent" Garden the market gardeners of the suburbs saw their chance, and immediately dumped their goods for sale in the square on each side of which the duke's brand-new mansions were built. It was in this casual way that the future glory of the Garden was born. For many years, it was merely one of London's open-air markets. When in 1831 what we now recognise as the home of the vegetable was built by a later duke, the reign of rent and tolls began with much acceptance by the dual standards.

Italian court had no jurisdiction over the vessel. It is said that the Italian authorities intend to ask for the handing over to Italy of the two other Austrian Lloyd vessels seized by China at the same time as the *Silesia*.

Last week it was believed that the negotiations between the Chinese and the Japanese Government concerning the settlement of the Foochow affair were progressing favourably, and that it might be hoped that the relations between the two countries were on the way to an improvement which would prove to be highly satisfactory. This optimism was short-lived. The Japanese did not maintain, from the Chinese viewpoint, their attitude of sweet reasonableness. It was understood that they had accepted the principle of indemnification of the Chinese victims of the affair, though there might be some doubt regarding their compliance with the Chinese request for an apology. Since then the Japanese have indicated that they are willing to compensate those injured on the Chinese side if the Chinese Government will compensate the Japanese injured. As the Chinese believe that the Japanese were the aggressors, the Peking authorities are not likely to agree to this Japanese request. In like manner Japan will apologise to China if China will first apologise to Japan for permitting the boycott of Japanese goods. Which is absurd. Consequently the negotiations are at a deadlock.

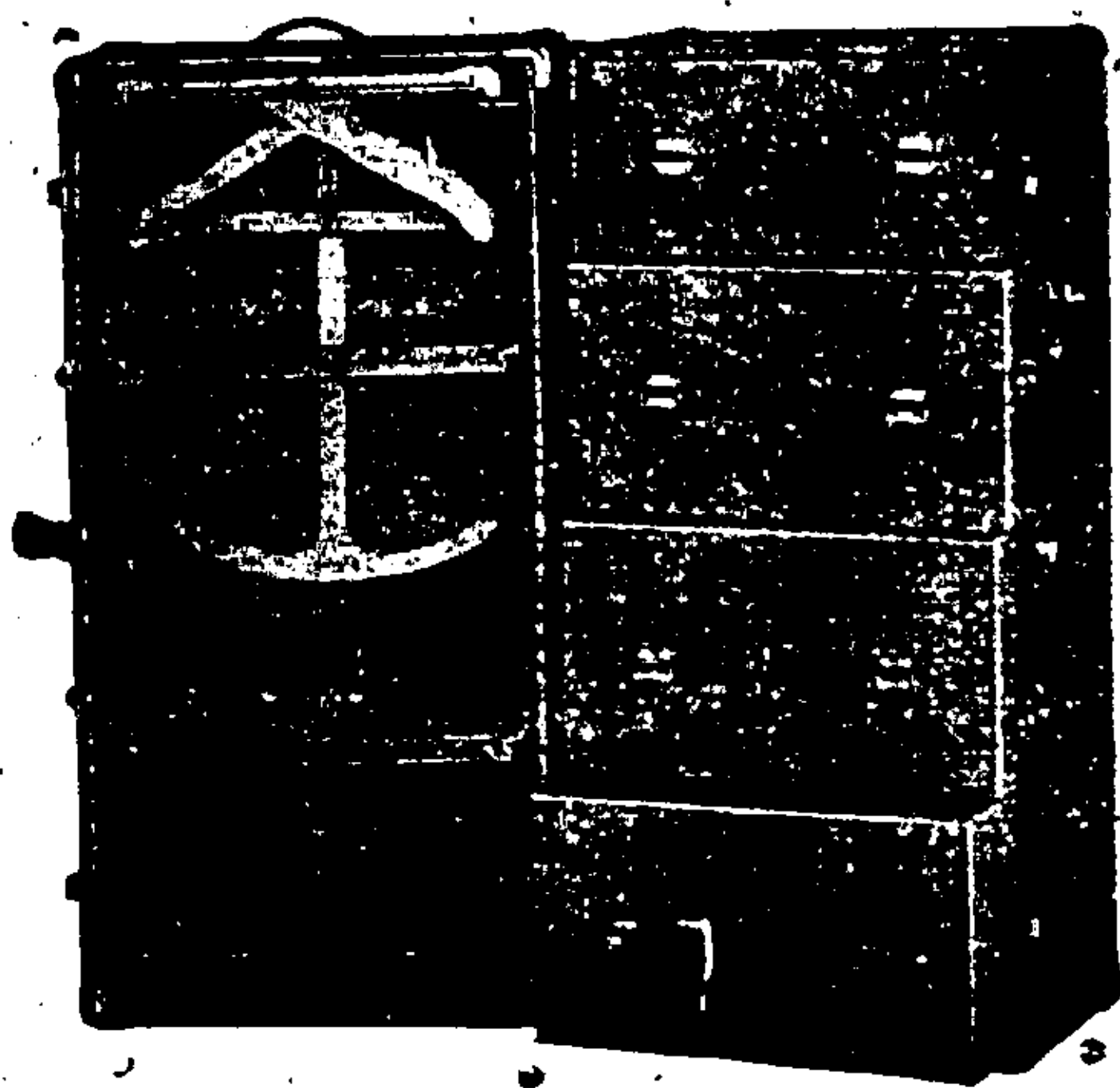
It is announced that as China has signed the Treaty of Peace with Austria the subjects of that country are at liberty to come to this country, provided they have passports issued by a Chinese Consul. No progress has been made with regard to the German attempts for the resumption of commercial relations with China.

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A GUARDS MEMORIAL.

VETERAN GENERAL ON
PRINCE'S EXAMPLE.

The Prince of Wales presided recently at a meeting at the Church House, Westminster, at which it was decided to erect a memorial to the Guards who fell in the war.

His Royal Highness said the proposal was one he had very much at heart, as he was for two years closely associated with the Guards Division in France. No fewer than 638 officers and 13,945 other ranks of the Guards had fallen in the war. He hoped that the Royal Artillery, the Royal Engineers, the R.A.S.C., and all arms of the Guards Division would be included, and that the year of battle of every unit would be inscribed on the memorial. There was no formation which

deserved to be honoured, or its memory perpetuated more than the Guards' Division.

General Higinson, who is in his 95th year, moved the resolution. Referring to the Prince, he said H.R.H. was like one of those knights of old whose feet were for ever in the stirrup. He could not conceive a higher example to the young men of to-day than that set by their young Prince. Turning to the Prince, the veteran General said: "Your grandfather stood in the ranks of my company, the Grenadier Guards, and your great-grandfather spoke most stirring words on the 200th anniversary, on which occasion I was present 60 years ago."

The resolution was seconded by Field-Marshal Lord Methuen, supported by General Sir Francis Lloyd, and carried.

It was stated that it was hoped to obtain a site not far from the Wellington Barracks for the erection of the memorial.

AN OZONE DELUSION.

ORIGIN OF LIFE.

Science has destroyed so many accepted theories that the main worry to the public is to find some pronounceable label with which to distinguish "the latest discovery." It will now have to apply its wits to devising another popular name for what it has hitherto understood to be ozone.

Ozone, one has always been instructed, is the substance causing that clean, pleasant smell in fresh air; but Dr. Benjamin Moore, of the National Institution for Medical Research, has conclusively proved that the latter is nitrogen peroxide.

"There is no ozone close to the earth," he said to a representative of the *Daily Chronicle* recently. "You have to go at least five miles high to find it. That which has been described as ozone is, in reality, nitrogen peroxide."

This and other discoveries have been made by Dr. Moore and his colleagues, during experiments extending over eight years, in which they have examined the origin of life.

"Peroxide of nitrogen," he explained, "was believed to be produced by the electricity of thunderstorms; but we have found that strong light is the agent. We found that if you examine rain or dew freshly fallen you will always get this compound in it; let the water stand and it oxidises into nitrates; expose that to light again and it returns to peroxide."

A GAS DISINFECTANT.

"We are now producing nitrogen peroxide in the laboratory, using a powerful mercury light. At present the gas, diluted to 1:50,000, is being employed experimentally at two of the chief London hospitals for disinfecting rooms and clearing bacteria from the nasal passages."

"For the gas is a disinfectant, and it is curious to reflect that the sun, which is itself the most powerful physical disinfectant, should generate another chemical one in nitrogen peroxide. If such or similar experiments can be carried out successfully, their value in affording protection against air-borne diseases such as influenza and common colds by disinfecting the air of places of assembly is obvious, and it is along such lines that discovery in future will probably appear."

Dr. Moore conducted certain of his experiments in the county air, using chemical mixtures which were responsive to ozone and nitrogen peroxide respectively. He found the latter present, but not the former, thus establishing what the present Lord Rayleigh had discovered some years ago by projecting a beam of light across a valley and photographing the spectrum—that ozone was absent.

ORIGIN OF LIFE.

He is convinced that the origin of life is to be found in the action of the sun's rays. He conceives that the primeval world was a brown mass, without sign of life, whether of man, beast, or plant, and that the teeming existence of to-day is the outcome of the sun's energising light.

In this connection he carried out an experiment with seaweed at the Marine Biological Station at Port Erin.

LORD HALDANE AND LABOUR PARTY.

NOT JOINING AT PRESENT.

Lord Haldane, it was reported recently may become a member of the Labour party. When seen by a representative of the *Daily Chronicle* at the House of Lords, however, where he had taken part in the debate on Labour, he said there was no foundation for the statement.

"I am not a member of the Labour party," his lordship declared, "and I have said all there is to say upon the matter in there" (indicating the Upper Chamber).

"Is it probable that you may join the party?" he was asked.

"One cannot forecast the future," he replied cautiously, and repeated, "There is no foundation for the statement at present."

"You have been elected president of the Manchester Reform Club to-day?" suggested the *Daily Chronicle* representative.

"That is so," Lord Haldane agreed, "and the two statements are not inconsistent, are they? They would not elect as president anybody who is a member of the Labour party or likely to become one."

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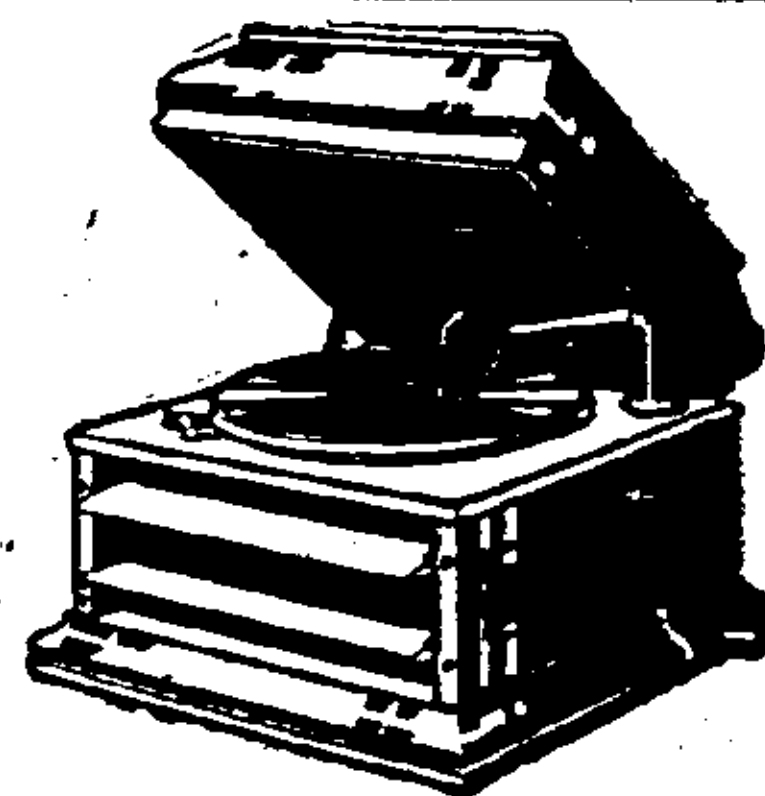
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Monteagle	Aug. 23	Sept. 5
Empress of Russia	Sept. 14	Sept. 13
Empress of Japan	Sept. 23	Oct. 11
Empress of Asia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30

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KATO MARU
17,000 Tons Leave Hongkong 12th July.

Passengers may travel by rail between ports of call in Japan free of charge.
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CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.
"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

Via Shanghai, Japan Ports & Honolulu.

"NANKING" "NILE" "CHINA"

June 2nd. May 15th. May 19th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

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STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai,
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Operating the following Far Eastern services for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

For Seattle & Vancouver. For San Francisco.

"BRAVECOEUR" 25th April. "ELEPHANT" 22nd Apr.

ALSO

Cosmopolitan Shipping Co. New York. Green Star Line. New York.

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FOR NEW YORK.

PRINCE LINE FAR EAST SERVICE.

"GAELIC PRINCE" VIA PANAMA CANAL 15th April.

"PERSIAN PRINCE" VIA PANAMA CANAL 2nd-half-May.

Steamers proceed VIA PANAMA OR SUEZ CANAL at Owners option

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

PACIFIC SHIPPING.

DOLLAR LINE.

SAILINGS FROM HONGKONG FOR
NEW YORK VIA PANAMA.

STEAMERS	SAILING DATE
"HAROLD DOLLAR"	APRIL 14TH.
"M. S. DOLLAR"	MAY 19TH.
"BESSIE DOLLAR"	MAY 26TH.
"GRACE DOLLAR"	JULY 18TH.

Through Bills of Lading issued to all parts of United States or Canada

Movements subject to change without notice.

For particulars for freight apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792.

SAN FRANCISCO.

U.S.S.B.

STEAMERS	SAILING DATE
"HICRO"	APRIL 15TH.
"WEST CADRON"	APRIL 17TH.
"WEST HEPBURN"	APRIL 26TH.

THE ROBERT DOLLAR CO.

Tel. 795 & 792

Gen. P. O. Bldg.

3rd Floor.

HONGKONG SINGAPORE



SAIGON SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM
THE ABOVE NAMED PORTS
NEXT SAILING

U. S. S. B. "CADARETTA"

Sailing on 25th April.

Operated on behalf of U.S.S.B. Emergency Fleet
Corporation. Through B/L issued to any port or
common point destination in America or Canada.

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Built and engaged by The Hongkong & Whampoa Dock Co., Ltd.,

to the order of the British Government,

Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, HONGKONG.

SAILING DATES.

EUROPE, U.S.A., ETC.

Jason	B. L.	Apr. 10
Bensalem	A. L.	Apr. 10
Charlton Hall	B. L.	Apr. 10
Tjisondari	J. C. J. L.	Apr. 11
Genoa M.	N. Y. K.	Apr. 13
West Ivan	F. W. Co.	Apr. 13
Katori M.	N. Y. K.	Apr. 13
Toba M.	N. Y. K.	Apr. 13
Harold D.	R. D. Co.	Apr. 14
Burma M.	O. S. K.	Apr. 14
Gaelic Prince	S. T. Co.	Apr. 15
West Niger	P. M. Co.	Apr. 15
Dilwara	P. & O.	Apr. 16
Khiva	P. & O.	Apr. 17
West Wind	A. L.	Apr. 17
Dryden	A. L.	Apr. 17
West Cadron R. D. Co.		Apr. 17
Yokohama M. N. Y. K.		Apr. 19
Elkhorn	S. & D.	Apr. 23
Coarct	A. L.	Apr. 23
Edmore	A. L.	Apr. 25
Samarang M. D. & Co.		Apr. 25
City of Spokane	A. L.	Apr. 27
St. Albans	P. & O.	Apr. 30
Tamba M.	N. Y. K.	Apr. 30
Tsuyama M.	N. Y. K.	E. Apr.
West Inskip	P. M. Co.	E. Apr.
Siam M.	O. S. K.	E. Apr.
West Jappa F. W. Co.		May 1
Wakasa M.	N. Y. K.	B. of May
Suwa M.	O. S. K.	May 2
Toyohashi M.	N. Y. K.	May 2
Korea M.	T. K. K.	May 3
Havana M.	O. S. K.	May 4
C. of Colombo	B. L.	May 5
E. of Russia	C. P. O. S.	May 6
China	C. M. Co.	May 8
Eurymachus	B. L.	May 12
Nile	C. M. Co.	May 15
Waban	A. L.	May 15
Toyooka M.	N. Y. K.	M. May
Sanuki M.	N. Y. K.	M. May
Persian P.	S. T. Co.	2nd half May.

JAPAN, COAST PORTS, ETC.

Mishima M.	N. Y. K.	Apr. 9
Sosho M.	O. S. K.	Apr. 9
Kusichow	B. & S.	Apr. 9
Haiching	D. L. Co.	Apr. 9
Yuen-sang	J. M. Co.	Apr. 9
Tjikembang M. J. C. J. L.		Apr. 10
Jason	B. L.	Apr. 10
Tingchow	B. & S.	Apr. 10
St. Albans	P. & O.	Apr. 10
Kwongsang	J. M. Co.	Apr. 11
Amakusa M.	O. S. K.	Apr. 11
Namsang	J. M. Co.	Apr. 12
Chaksang	J. M. Co.	Apr. 12
Meichi M.	N. Y. K.	Apr. 12
Katori M.	N. Y. K.	Apr. 13
Taming	B. & S.	Apr. 13
Tjitroem	J. C. J. L.	Apr. 13
Hailong	D. L. Co.	Apr. 13
Chengtu	B. & S.	Apr. 13
Ichang	B. & S.	Apr. 13
Hopsang	J. M. Co.	Apr. 13
Toyooka M.	N. Y. K.	Apr. 14
Chunsang	J. M. Co.	Apr. 15
Sinkiang	B. & S.	Apr. 15
Tacoma M.	O. S. K.	M. Apr.
Ganger M.	O. S. K.	M. Apr.
Madras	P. & O.	Apr. 16
Tjisalak	J. C. J. L.	Apr. 16
Aki M.	N. Y. K.	Apr. 17
Taksang	J. M. Co.	Apr. 18
Hailong	D. L. Co.	Apr. 18
Tjikodas	J. C. J. L.	Apr. 18
Yatsbing	J. M. Co.	Apr. 18
Rangoon M.	N. Y. K.	Apr. 19
Persia M.	N. Y. K.	Apr. 19
Muttra	P. & O.	Apr. 21
Nikko	N. Y. K.	Apr. 21
Kimi M.	N. Y. K.	Apr. 22
Novara	P. & O.	Apr. 25
Tjisnas	J. C. J. L.	Apr. 25
Hinsang	J. M. Co.	Apr. 27
Kumsang	J. M. Co.	Apr. 27
Tjisatjap	J. C. J. L.	Apr. 28

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "WEST WIND"

ABOUT APRIL 17TH.

Via PANAMA.

S.S. "DRYDEN"

APRIL 29TH.

Via PANAMA.

S.S. "RADNOR"

MAY 15TH.

Via PANAMA.

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AGENTS.

5th floor Hotel Mansions

LOS ANGELES PACIFIC NAVIGATION CO.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards. About Sailing for Los Angeles About

S.S. WEST HIKI April 15

S.S. VINITA May 15

S.S. WEST NIVARIA June 15

S.S. WEST MONTOP July 15

S.S. WEST HIKI April 17

S.S. VINITA May 17

S.S. WEST NIVARIA June 17

S.S. WEST MONTOP July 17

Through Bills of Lading to all U.S. and CANADIAN OVER-

LAND POINTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern

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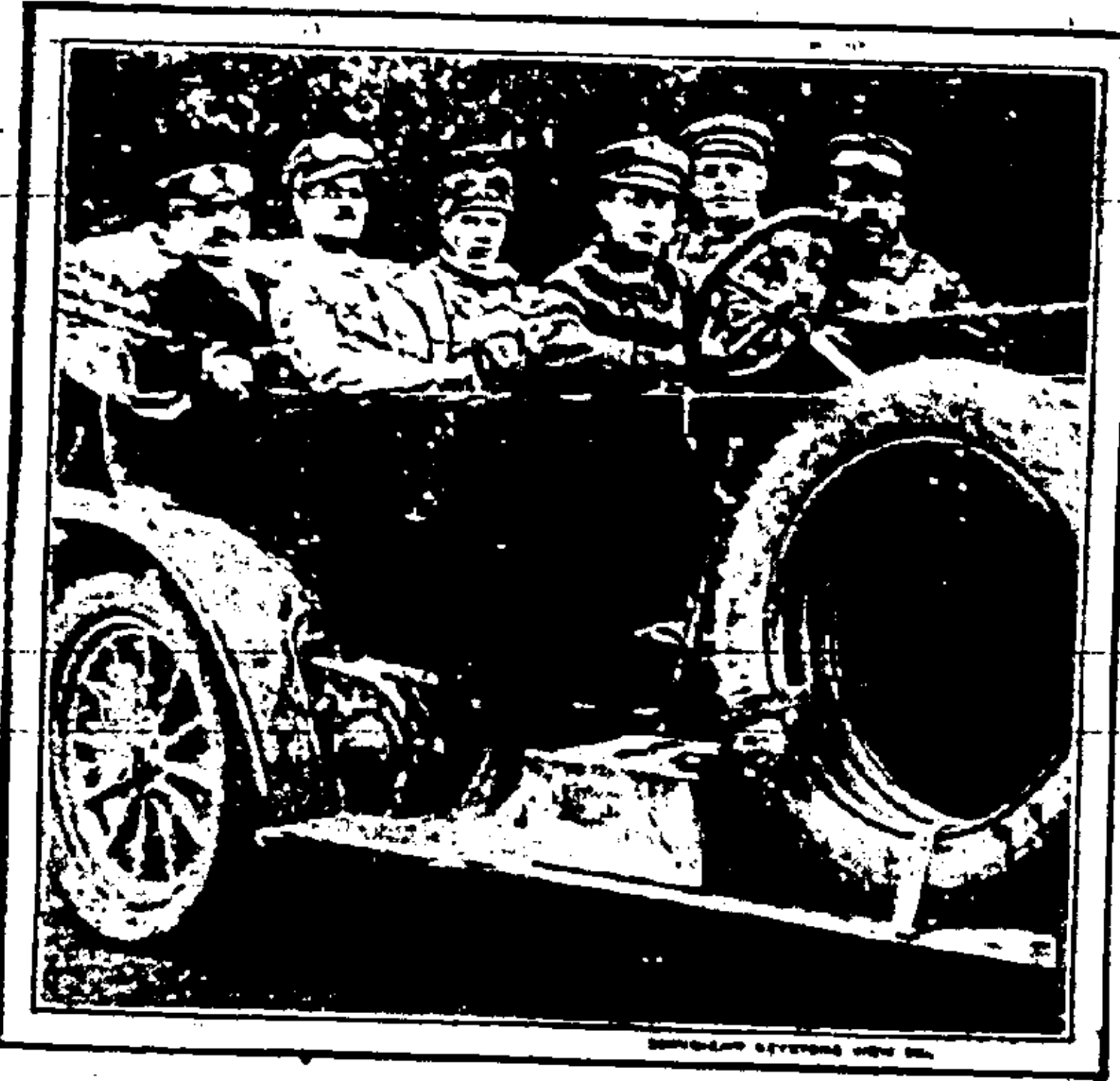
LOS ANGELES, CALIF. Prince's Building, Chater Road,

BRANCH OFFICE: Telephone No. 1062.

Kobe, Shanghai, CHAS. E. RICHAR N.

Manila, Singapore. General Agent for South China.

TO-DAY'S PICTURES.



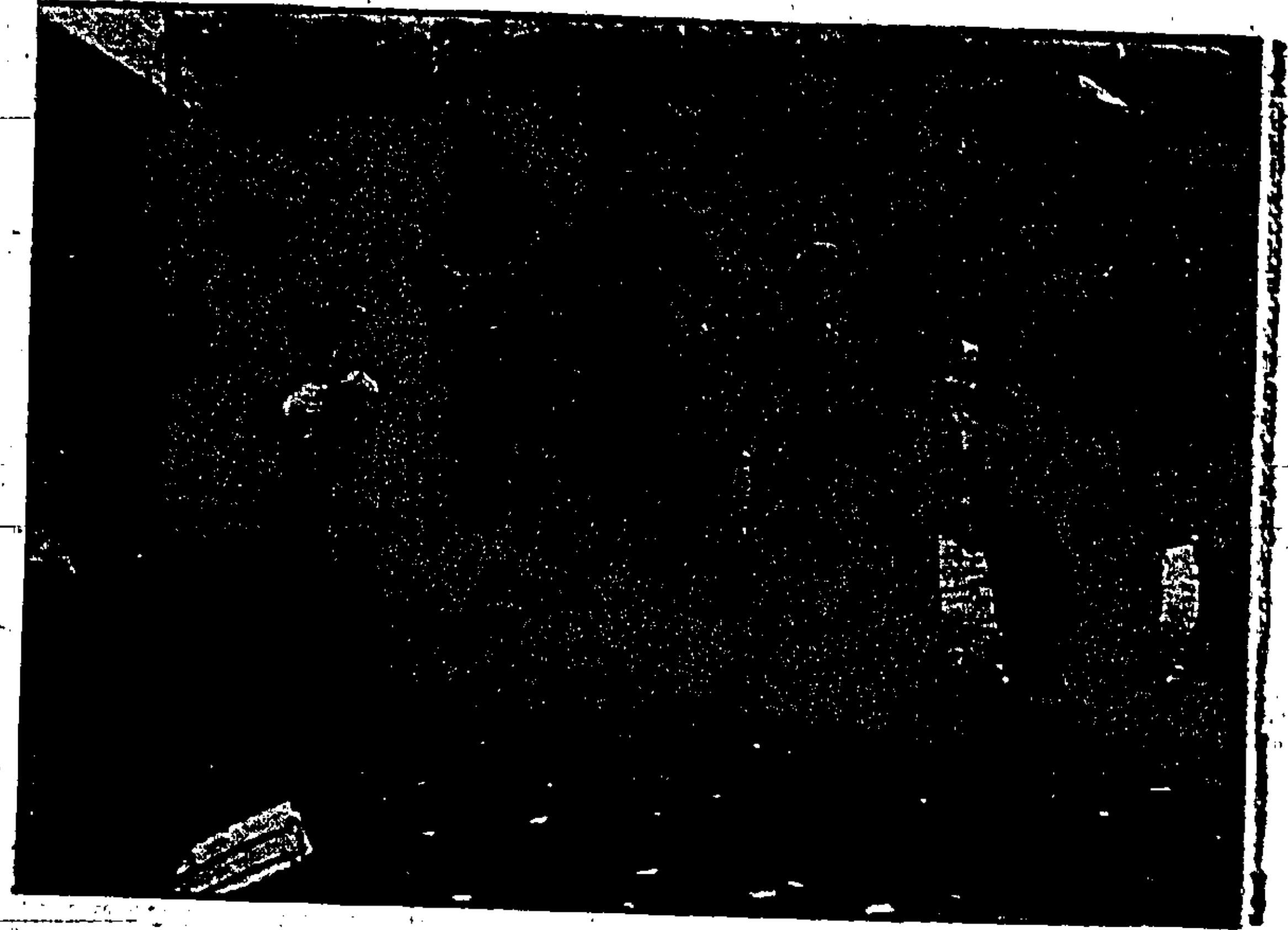
HUNGARIAN TERRORISTS.

Fleeing from Budapest, after the downfall of the Bela Kun regime. This is the first photo received of these famous men who were responsible for the Red terror. Photo shows (X) J. Czerny, (XX) Alex Papp, his chief, and behind him is sitting Kerekes. In the front with gun is Franz Kakas. At his side, Korioni.



AT THE RACES.

The Duke of Connaught and Lady Worthington are shown above as interested spectators at the races at Nice, France.



WIDOW OF NAPOLEON III.

Above is seen the Empress Eugenie, widow of Emperor Napoleon III of France, now bowed by her more than eighty-three years, arriving in Paris to revisit the scenes of her former triumphs. She is accompanied by Count Primoli and a lady of her suite.



JACK DEMPSEY'S DIVORCED WIFE

A new photograph of Mrs. Maxime Dempsey, divorced wife of Jack Dempsey, heavyweight champion, who accuses her former husband of having evaded military service during the war.



RACECOURSE MISHAP.

"William Lad" practically stood on his head during a somersault, following failure to clear a barricade, in a steeplechase at Kempton Park. His jockey fell on the ground practically under the horse. The above picture also shows "Tarnapal," who failed to clear the obstacle and went down on his knees. His jockey kept his seat.

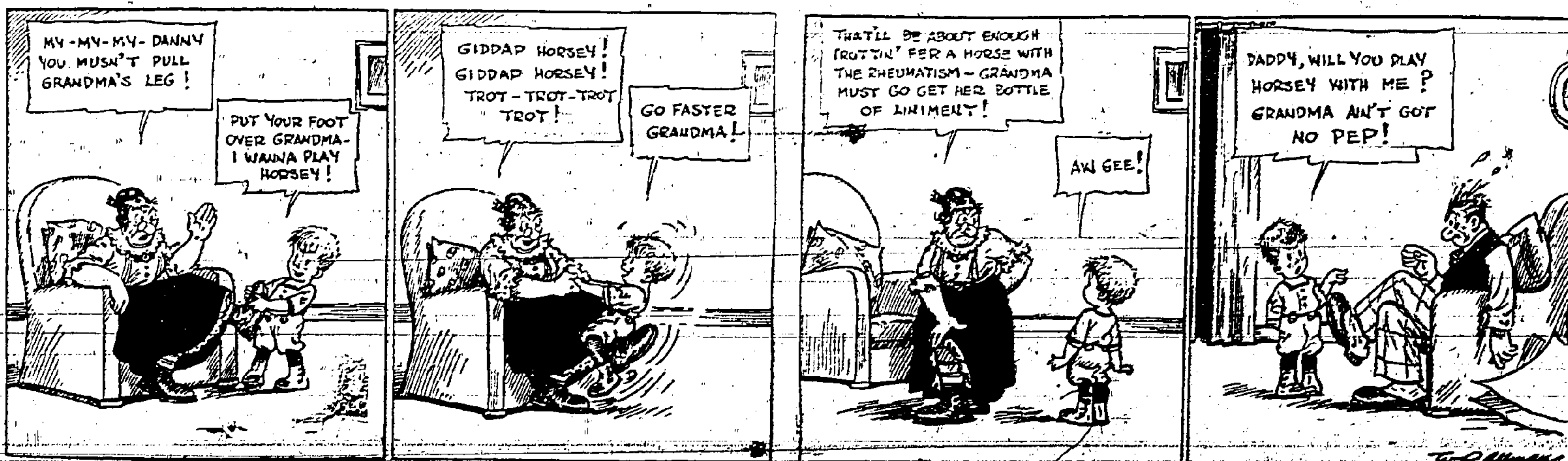


Mr. "Horatio" Bottomley is here seen speaking in the House of Commons.

DOINGS OF THE DUFFS

Danny is too Much for Grandma.

BY ALLMAN

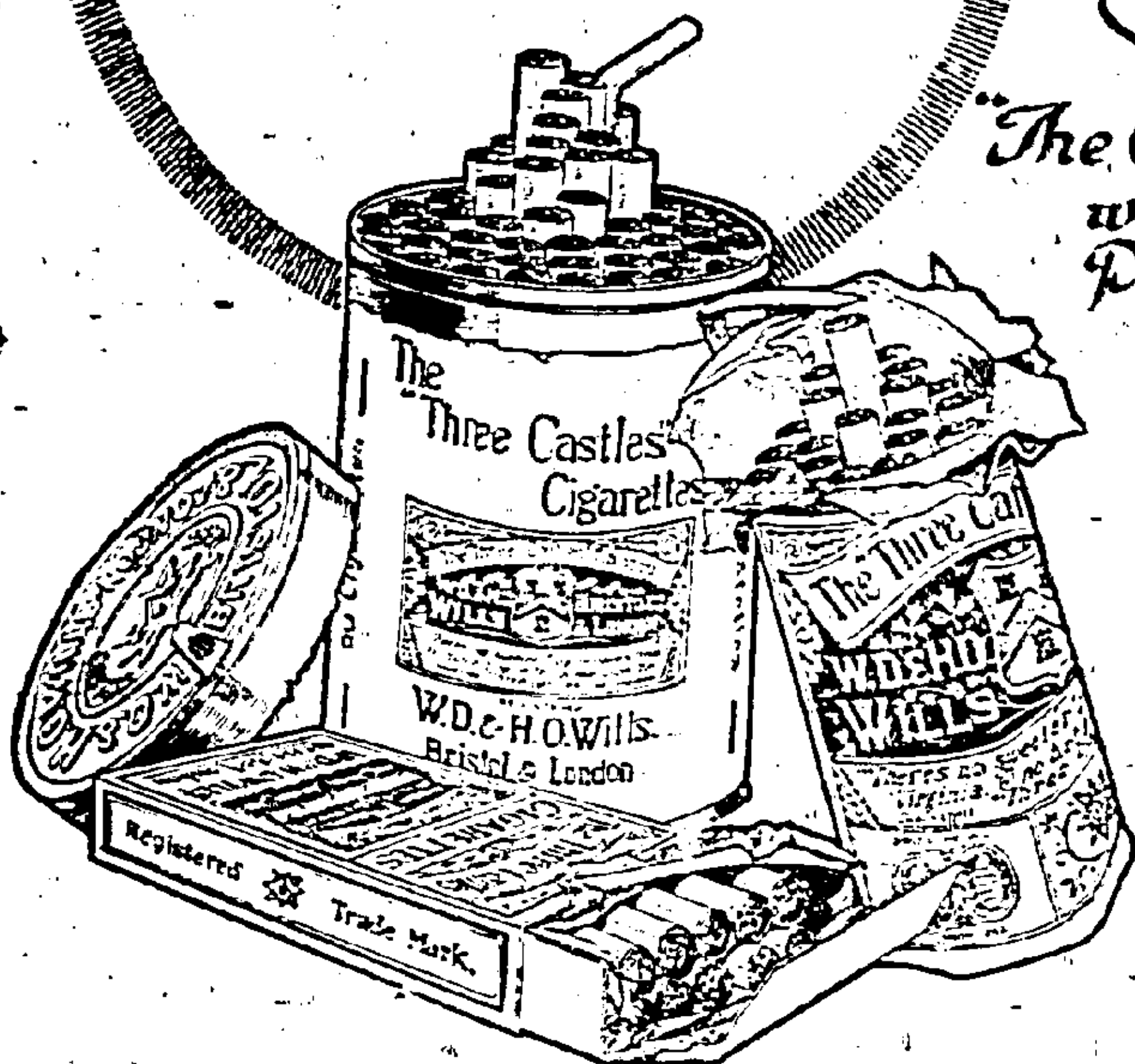


NOTICES.

The "Three Castles" Cigarettes

For
Everyday
Smoking.

"The Cigarette
with the
Pedigree"



This advertisement is issued by British-American Tobacco Co. (China) Ltd.

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OFFICIAL PRICES

Banks.	
H.K. & S. Banks	6570 ss. 5723 1/2
Marine Insurance.	
Canton	n. 445
North China	n. 140
Union	sa. 130 1/2
Yangtze	n. 230
Far Eastern	n. 119
Fire Insurance.	
China Fire	n. 138
H. K. Fire	n. 295
Shipping.	
Douglas	b. & sa. 83
H.K. Steamboats	b. 21
Indos (Pref.)	n. 20
Indos (Def.)	b. 205
Shells	s. & sa. 215 1/2
Ferries	b. 26
Refineries.	
Sugars	sa. 184
Malabons	n. 41
Mining.	
Kailans	n. 140 1/2
Langkats	n. 16
Shanghai Loans	n. 16
Shai Explorations	n. 1
Raubs	n. 55 1/2
Tronohs	n. 32 1/2
Ural Caspians	n. 32 1/2
Docks, Wharves, Godowns, &c.	
H.K. Wharves	b. & sa. 84
K. Docks	sa. 154
Shai Docks	n. 131
N. Engineerings	b. 137 1/2
Lands, Hotels & Buildings.	
Centrals	n. 107
H.K. Hotels	n. 124
L. Invest.	b. & sa. 105
H. Phreys Est.	n. 7
K. Loan Lands	n. 50
L. Reclamations	n. 133
West Points	n. 53
Cotton Mills.	
Ewos	n. 1715
Kung Yiks	n. 1694 1/2
Lau Kung Mows	n. 1435
Oriental	n. 1310
Shai Cottons	n. 1340
Yangtze Poots	n. 1474 1/2
Miscellaneous.	
Cementa	b. 640
China Borneos	n. 17
Do. Light old sa.	7 1/4 new b. 5 1/4
China Providents	sa. 740
Dairy Farms	b. 23
Electric H. K.	n. 85 c. r.
Electric Macao	n. 34
Hongkong Ropes	a. 25
H. K. Tramways	n. 590
Peak Trams, old	s. 670
Do. new	n. 80 cts.
Steam Laundries	b. 4
Steel Foundries	n. 10
Water-boats	b. 12
Watsons	s. 62 1/2
Wm. Powells	n. 15
Wisemans	b. 27 1/2

NOTICE

**MITSUBISHI SHON
KAISHA, LTD.**

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COAL, GENERAL IMPORTS AND
EXPORTS.
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CO.
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No. 14, Pedder Street, Hongkong.

ASAHI BEER



SOLE AGENTS
Mitsui Bussan Kaisha.

TIDE TABLE.

5th to 11th April, 1920.

Day	Time	High Water	Low Water
Mon. 5	10 14	6.4	4.10
Tues. 6	10 37	6.5	4.25
Wed. 7	11 0	6.6	4.40
Thur. 8	11 23	6.7	4.55
Fri. 9	11 46	6.8	5.10
Sat. 10	12 09	6.9	5.25
Sun. 11	12 32	7.0	5.40

SUBSIDIARY COINS.	
H'kong 50 cts. pieces	\$2/5 dis.
10 "	\$1/2 dis.
5 "	\$1 dis.
Canton subcoins	\$3 dis.

ENTERTAINMENTS

THE CORONET SUPER SEASON.

TO-NIGHT at 5.15 & 9.15 p.m.

THE SECOND BIG PICTURE

THE WORLD FAMOUS OPERATIC STAR,

GERALDINE FARRAR

"SHADOWS"

the Tale of a Woman at Bay and
of the Man who Paid the Price.

YOU'VE HEARD HER ON THE VICTOR.
SEE HER ON THE SCREEN!
SUPER-PRODUCTION PRICES.

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EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL FINEST SITUATION.

EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

THE CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management.

Size and quiet yet only a few minutes' walk from the Banks and Central
District. 43 Bedrooms. Excellent Cuisine. Scrupulously Clean. Moderate
Terms. Monthly and Family Rates on application to the Proprietors.

Hotel Lunch Meets all Steamers.

Telephone 812.

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CRAIGIEBURN HOTEL THE PEAK

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SACHSE, LENNOX & Co., General Agents

Are resident Managers.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL

15 MINUTES FROM LANDING STAGE

UNDER THE MANAGEMENT OF

MRS. BLAIR.

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

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Manager.

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HOTEL MANSIONS.

THE REPULSE BAY HOTEL.

J. H. TAGGART,

Manager.

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11, Lee Hing Street, in the City of Victoria, Hongkong.

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Registered and Parcel Mails are
closed 15 minutes earlier than the
time given below unless other-
wise stated, and where mails are
advertised to close at or before
9 a.m. registered and parcel mails
are closed at 5 p.m. on the pre-
vious day.

INWARD MAILS.

Straits—Per METHVEN, 10th
April.
Saigon—Per ARMAND BEHIC
11th April.
Japan—Per MEICHI M., 11th
April.
Japan—Per GENOD M., 11th
April.
Straits & Calcutta—Per YEO-
SHI M., 11th April.
Japan—Per TOBA M., 12th Apr.
Straits—Per SADO M., 14th Apr.
Australia and Manila—Per AKI
M., 16th April.

OUTWARD MAILS.

TO-MORROW.
Shanghai & North China—Per
YINGCHOW, 10th April,
3 p.m.
Java and Port Moresby via
Batavia—Per TOBIKEM-
BANG, 10th April, 11 a.m.
Chafco & Pientsin—Per KUEP-
CHOW, 10th April, 11 a.m.
Japan via Moji—Per RIOJUN
MARU, 10th April, 5 p.m.
Swatow, Shanghai and N. China
—Per KWONGSANG, 10th
Apr. 5 p.m.
Japan via Moji—Per RIOJUN
MARU, 10th Apr. 5 p.m.
Shanghai and North China—Per
YINGCHOW, 10th Apr.,
5 p.m.

SUNDAY, 11TH APRIL.

Swatow, Amoy and Formosa via
Keelung—Per AMAKUSA
MARU, 11th April, 9 a.m.
Shanghai and North China and
Japan via Kobe—Per ARM-
AND BEHIC, 11th April,
9 a.m.
Swatow & Straits—Per KAN-
CHOW, 11th Apr., 9 a.m.

MONDAY, 12TH APRIL.

Philippine Islands, Straits, Bang-
kok, Egypt & EUROPE VIA
MARSEILLES—Per KNIGHT
COMPANION, 12th April,
Reg. 12.45 p.m., Letters 1.30
p.m.

San Francisco—Per TJISON-
DARI, 12th April, 11 a.m.
Japan via Kobe and Seattle—
Per WEST IVAN, 12th Apr.,
11 a.m.

TUESDAY, 13TH APRIL.

Swatow and Bangkok—Per
CHENGTO, 13th Apr., 9 a.m.
Swatow, Amoy & Fochow—Per
MORIALTA, 13th April,
noon.
Java and Port Moresby via
Batavia—Per TJITAREOM,
13th April, 1 p.m.

Philippine Is.—Per TAMING,
13th April, 3 p.m.
Amoy, Shanghai and N. China
—Per ICHANG, 13th April,
3 p.m.

Shanghai, North China & Japan
via Nagasaki, Canada, United
States, Central and South
America, and EUROPE
via VICTORIA—Per KATORI,
M. 13th Apr. Reg. 8.45 a.m.,
Letters 9.30 a.m.
Straits, Bangkok, Ceylon, Mauri-
tius, L. Marques, S. Africa,
India via Dhanushkodi,
Egypt & EUROPE via SUEZ
—Per EURYPYLUS, 13th
April, Reg. 5 p.m., Letters
8.30 a.m.

THURSDAY, 15TH APRIL.

Shanghai and North China—Per
SINKIANG, 15th April,
11 a.m.

FRIDAY, 16TH APRIL.

Shanghai N. C. and Japan via
Kobe—Per SADO MARU,
16th April, 10 a.m.

Straits, Bangkok, Ceylon, Mauri-
tius, L. Marques, South
Africa, India via Dhanushkodi,
Egypt & EUROPE via MAR-
SEILLES—Per YOKOHAMA
MARU, 16th Apr., Reg. 9.45
a.m., Letters 10.30 a.m.

SATURDAY, 17TH APRIL.

Japan via Nagasaki—Per AKI
MARU, 17th Apr., 10 a.m.
Shanghai and North China—Per
CHENAN, 17th April, 3 p.m.

WEATHER REPORT.

April 9d. 1st 60m. No rain
from Japan and Vlad. Port. Sea. Pressure
has increased slightly over Amoy, and
decreased slightly at Swatow. It remains
highest over N. China.

Hongkong Rainfall for the 24 hours
ending at 10 a.m. to-day, 6.90 inch.
Total since January 1st, 5.10 inches,
against an average of 7.4 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.

District	Forecast
1 H'kong to Kap Hoek	N.E. wind, moderate; (fair)
2 Formosa Channel	N. wind, fresh
3 South coast of China (b.)	The same between H.K. and Lamoo as No. 1.
4 South coast of China (b.)	The same between H.K. and Hainan as No. 1.

C. W. JEFFRIES, Director.

Hongkong Observatory, Apr. 9, 1920.

METEOROLOGICAL.

Particular	Day	On date	On date
Barometer	29.95	29.95	29.95
Temperature	62	61	71
Humidity	51	79	60
Wind Direction	N. N.E.	E.S.E.	
Force	2	3	1
Weather	0	0	0
Rain	0.50	0.70	0.30
High open air Temperature on the	8th	70	
Lowest	5th	62	

H.K. Observatory, Apr. 9, 1920.

C. W. JEFFRIES, Director.

SUNDAY, 18TH APRIL.

Swatow, Amoy & Fochow—Per
HAIPHONG, 18th Apr., 9 a.m.

WEDNESDAY, 21ST APRIL.

Philippine Islands, Australia &
New Zealand via Thursday Is.
—Per NIKKO MARU, 21st
Apr., Reg. 8.45 a.m., Letters
9.30 a.m.

TUESDAY, 27TH APRIL.

Shanghai and North China and
Japan via Kobe—Per KIT-
ANO MARU, 27th April,
10 a.m.